

PROJECT ALTERNATIVES

CHAPTER 5.0 – PROJECT ALTERNATIVES

5.1 Rationale for Alternative Selection

Section 15126.6(a) of the State CEQA Guidelines requires the discussion of “a reasonable range of alternatives to a project, or the location of a project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.” The Proposed Project was determined to result in potentially significant impacts related to air quality, land use and planning, transportation/circulation, biological resources, noise, cultural resources, and aesthetics. Section 15126(d)(5) also states that “the range of alternatives in an EIR is governed by the ‘rule of reason’ that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.” The State CEQA Guidelines provide several factors that should be considered in regard to the feasibility of an alternative. Those factors include: (1) site suitability; (2) economic viability; (3) availability of infrastructure; (4) general plan consistency; (5) other plans or regulatory limitations; (6) jurisdictional boundaries; and (7) whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site (if an off-site alternative is evaluated). The alternatives evaluated in detail within this chapter include the No Project–No Development Alternative, No Project–Development Per Legal Parcels Alternative, Reduced Development Footprint Alternative, Reduced Density Alternative, and Closed Water System Alternative. These alternatives are compared to the impacts of the Proposed Project and are assessed relative to their ability to meet the basic objectives of the Proposed Project. As described in Subchapter 1.2, the Proposed Project includes the following objectives:

1. Develop a consolidated residential project that is sensitive to the environment and the rural character of Ramona, and is an asset to the community and region.
2. Conserve the rural character and equestrian environment by preserving large contiguous open space and by dedicating community and regional trails.
3. Provide a range of for-sale, market rate, detached housing types to accommodate projected market needs for single-family houses.
4. Conserve, enhance, and protect natural resources within the Project site and areas of off-site improvements including the Ramona Grasslands, Santa Maria Creek and its tributaries, native vegetation, steep slopes, and major rock outcroppings.
5. Preserve the viewshed of the County Scenic Highway portion of SR 78.
6. Improve regional traffic congestion by creating a “loop road” system that would help minimize project traffic impacts to the Ramona Town Center.
7. Preserve and enhance the historic Montecito Ranch House as an historic park site.
8. Dedicate land for future community needs such as a charter high school and a park.
9. Develop a project that is visually attractive by including street-scene treatments, entry features, and a landscape palette that reflects the natural surrounding environment.

In accordance with State CEQA Guidelines Section 15126.6(f), an off-site alternative should be considered if development of another site is feasible and if development of another site would reduce or avoid significant impacts of the Proposed Project, and per Section 15126.6(f)(1), “...whether the

proponent can reasonably acquire, control or otherwise have access to the alternative (or the site is already owned by the proponent).” State CEQA Guidelines Section 15126.6(f)(2)(A) states that a key question in looking at an off-site alternative is “...whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location.” The Project Applicant purchased the proposed 935.2-acre Project site in March 1999 for development with up to 417 residential dwelling units, as permitted in the Ramona Community Plan. At the time of purchase, no comparably sized parcels with similar development potential were available in the community of Ramona. Most of the remaining SPAs in Ramona are smaller and/or much more environmentally constrained than the Montecito Ranch SPA and would permit fewer than 200 dwellings units. Alternatively, the Monte Vista Ranch SPA consists of 4,223 acres and would allow up to 848 single-family homes, substantially larger in magnitude than the Proposed Project. The Rancho San Vicente SPA consists of 846 acres and is nearly completely built-out with 242 homes. The Barnett Ranch SPA consists of 828 acres and would have been permitted to construct up to 187 single-family units, however, this SPA area has recently been designated as a preserve with no residential development permitted. The Proposed Project has been designed to minimize impacts to ridgelines, steep slopes, unique landforms, and biological and cultural resources. Thus, there are no feasible alternative sites in the Ramona area that are of similar size, would have comparable development potential, and would result in substantially reduced impacts with respect to biological resources, landform alteration, and other issues, compared to the proposed development on the Montecito Ranch site.

The fact that the Montecito Ranch SPA (1) has been historically used for agriculture, (2) has relatively level areas conducive to development, and (3) is planned for development with up to 417 homes, makes it a suitable and relatively rare property in the Ramona area. Furthermore, it is the only such property in Ramona that is owned by the Project Applicant. An off-site alternative was therefore rejected, because (1) the Project site was purchased by the Project Applicant for residential development consistent with the RCP and (2) an alternative comparable site in the area would not substantially lessen the potential environmental impacts associated with the Proposed Project.

Alternative alignments were considered for the off-site roads, however. One alternative was designed, studied extensively and ultimately rejected and is described in Section 5.7 along with the reasons it was rejected in consultation with County staff.

In accordance with Section 15126.6(e) of the State CEQA Guidelines, there are two potential scenarios for the No Project Alternative: (1) Montecito Ranch development does not occur and the existing conditions at the Project site as of the date that the NOP was published would continue over the long-term; and (2) Montecito Ranch development does not occur and the analysis evaluates what would reasonably be expected to occur in the foreseeable future by others (e.g., in accordance with the General Plan and RCP). Both No Project scenarios are presented in subchapters 5.2 and 5.3, respectively.

Subchapters 5.4 and 5.5 address two development alternatives: Reduced Development Footprint Alternative and Reduced Density Alternative. These two alternatives provide residential design options. Subchapter 5.6 addresses an alternative water service design, the Closed Water System Alternative. A comparison of the alternative impacts to Proposed Project impacts is included in Table 5-1.

5.2 Analysis of the No Project–No Development Alternative

5.2.1 No Project–No Development Alternative Description and Setting

This subchapter evaluates the No Project–No Development Alternative, which assumes that the Project site continues in an undeveloped state over the long-term, with portions of the site under agricultural use. Such uses would be allowed outside of the mitigation area for past farming activities on site; approximately 220.5 acres of open space in the westernmost portion of the SPA has been set aside as mitigation. Under the No Project–No Development Alternative, the Project site would remain in its current condition of native and non-native habitats, with the potential for continued dry farming of oat hay and/or cattle grazing. The 617.1 acres of native habitat throughout the site would remain, as would agricultural support facilities and service roads. The Proposed Project would not be constructed, including supporting infrastructure (i.e., roadways and utilities connections), nor would the proposed charter high school site, local park site, equestrian staging area, or open space preserve areas be created. Additionally, the historic Montecito Ranch House would not be dedicated within an historic park site and would remain on site in its current condition.

5.2.2 Comparison of the Effects of the No Project–No Development Alternative to the Proposed Project

Transportation/Circulation

The Proposed Project would generate an estimated 5,885 vehicle trips per day and result in significant impacts to segments of Pine Street and Main Street. Although the Proposed Project would improve intersections along these roads, Project impacts to these road segments would remain significant. In addition, under the Proposed Project Off-site Roadway scenario, the Proposed Project would result in significant but mitigated impacts to seven intersections: Ash Street/Pine Street, Pine Street/Olive Street, Pine Street/Main Street, Montecito Way/Montecito Road, Montecito Road/Main Street, SR 67/Highland Valley Road/Dye Road, and SR 67/Archie Moore Road. Significant impacts to Ash Street/Pine Street would be mitigated by lane reconfiguration and restriping as well as installation of stoplights. Mitigation at Pine Street/Main Street, Montecito Way/Montecito Road, Montecito Road/Main Street, and SR 67/Highland Valley Road/Dye Road would include road widening and restriping. Impacts to SR 67/Archie Moore Road would be mitigated by signal installation. To mitigate impacts to Pine Street/Olive Street, the Proposed Project would provide a fair share contribution toward improvements. (Caltrans has a pending project to signalize and provide left-turn pockets at Pine Street/Olive Street.)

The Circulation Element of the RCP identifies SA 603 (Cedar Street) as a future major roadway between Pine Street and Bandy Canyon Road. The Proposed Project would include improvements to Ash Street, Montecito Ranch Road, Montecito Way, and Montecito Road. This would create a “loop road” system, which would help alleviate traffic on portions of Main Street and Pine Street. These roadway improvements would improve traffic conditions within Ramona and provide an alternate emergency response route, with potential associated improvements to emergency police response capability. Tables 2.1-1 through 2.1-10 of Subchapter 3.2, Transportation/Circulation, demonstrate the net impacts/benefits of the Proposed Project under existing conditions, near-term (2010) conditions, and future (2030) conditions, which would not occur under the No Project–No Development Alternative.

Under the No Project–No Development Alternative, traffic generation associated with the Montecito Ranch SPA would total fewer than 100 trips per day and the above-described adverse Project impacts to roadway segments and intersections would not occur. Under the No Project–No Development Alternative, Montecito Ranch Road would not be constructed, and the associated traffic impacts and benefits would not be realized. Intersection improvements would not be made to Ash Street/Pine Street, Main Street/Pine Street, Montecito Road/Main Street, Montecito Road/Montecito Way, and SR 67/Highland Valley Road/Dye Road, and SR 67/Archie Moore Road. Unlike the Proposed Project, the No Project–No Development Alternative would not provide a fair share contribution toward improvements at the intersection of Pine Street/Olive Street,. Many of the improvements identified as Project mitigation are needed today, and other sources of funds to initiate these improvements would need to be identified. Without the Proposed Project, the cost of needed improvements via TIF would have to be divided among fewer developments within the Ramona community.

Air Quality

Significant and unmitigable air quality impacts associated with the Proposed Project would not occur under this alternative. Air pollution impacts may still occur under the No Project–No Development Alternative, however, if agricultural activities continue on the Project site. Based on the County's significance thresholds, emissions of PM_{10} in excess of 100 pounds per day or emissions of $PM_{2.5}$ in excess of 55 pounds per day would result in a significant impact. Dry farming of up to 200 acres at the Project site would generate an estimated 3.18 pounds of PM_{10} per day (USDA, CDFA 1993), which would not exceed the significance threshold. This compares with an estimated maximum of 218.98 pounds of PM_{10} per day (construction emissions) that would be generated by the Proposed Project, in exceedance of the significance threshold.

Land Use and Planning

Significant, but mitigable, land use impacts (land use plan conformance, land use compatibility, and community character) were assessed for the Proposed Project with respect to conflicts between the Proposed Project and the General Plan, RCP, and County Zoning Ordinance. Under the No Project–No Development Alternative these impacts would not occur.

Biological Resources

Construction and operation of the Proposed Project would result in direct and indirect short- and long-term impacts to biological resources. The Proposed Project would directly and significantly impact (and mitigate) 9 sensitive habitats on and off site, including riparian woodland, riparian scrub, dense Engelmann oak woodland, open Engelmann oak woodland, Diegan coastal sage scrub, southern mixed chaparral, chamise chaparral, non-native grassland, and agriculture/pasture land. Impacts to these sensitive habitats would require mitigation. The Proposed Project would also result in significant direct impacts to Corps and CDFG jurisdictional areas, RPO wetlands, southern tarplant, two pairs of coastal California gnatcatchers, and habitat of the San Diego black-tailed jackrabbit and San Diego desert woodrat. These significant impacts to sensitive habitats and species and jurisdictional areas would not occur under the No Project–No Development Alternative. Indirect impacts associated with Project construction and long-term occupancy of the site by people and their pets would not occur under this alternative, although continued agricultural use of the site would have some indirect impacts associated with noise impacts to gnatcatchers and other wildlife, as well as potential soil erosion impacts on adjacent habitats.

Noise

The significant, but mitigable, noise impacts that were identified for the Proposed Project would not occur under the No Project–No Development Alternative. Although this alternative may generate noise impacts if agricultural activities continue on the SPA, these impacts would not be significant. The Proposed Project would result in significant short-term construction and long-term traffic noise impacts upon residents along Montecito Way. Potential noise impacts associated with the No Project–No Development Alternative would primarily be associated with the use of farm equipment to plant and harvest oat hay, as well as occasional vehicle trips. Noise levels associated with these activities on site would not be significant, because the noise source would be intermittent and mobile, and there is a lack of sensitive receptors adjacent to the historic farming areas. As stated above, noise impacts from agricultural activities could adversely affect sensitive on-site gnatcatchers and other wildlife, particularly during the breeding seasons.

Cultural Resources

The Project site contains 15 CEQA-significant historical and archaeological sites, with 4 of these sites also qualifying as RPO-significant. This includes the historic Montecito Ranch House and surrounding historically significant property. The Proposed Project would impact one of the CEQA-significant sites and none of the RPO-significant historical and archaeological sites. The Proposed Project also would preserve the Montecito Ranch House within an 11.9-acre historic park site, to be managed and maintained by the County or a qualified cooperating group. Development of 417 homes on the Project site would introduce an estimated 1,300 residents to the area, with an associated potential for indirect impacts to remaining archaeological resources on the property. The No Project–No Development Alternative would avoid the above-described Project impacts, but would potentially allow continued degradation of existing cultural resource sites due to ongoing agricultural activity within permitted areas and would not preserve the historic Montecito Ranch House within an historic park site. The Ranch House would remain on site in its current condition, and would not be preserved or maintained by the County or cooperating group. Potential direct impacts to off-site cultural sites, including the lithic scatter within or near the water storage tank pad, also would not occur under this alternative.

Aesthetics

The No Project–No Development Alternative would result in fewer visual impacts compared to the Proposed Project. Significant short-term impacts resulting from widening Montecito Way and construction of two noise walls along Montecito Way would not occur under this alternative. Visual impacts resulting from the off-site water tank and access road also would not occur. Views into the SPA from off-site areas would not depict a higher intensity development that could contrast with the surrounding neighborhoods, as would the Proposed Project. Significant visual impacts also were assessed for the Proposed Project with respect to conformance to the RCP. The Proposed Project would build homes on minimum 0.5-acre (20,000 s.f.) lots, as opposed to the minimum two-acre lots required by the RCP. This would result in a more dense development as viewed from off site; however, the proposed homes are expected to be minimally visible from surrounding areas. The exception would be the proposed homes in the southeastern corner of the Project site, which would be in proximity to existing homes; extensive landscaping is proposed to soften the visual impact of these homes. The No Project–No Development Alternative would avoid the aesthetics impacts of the Project site under construction and developed with homes. It is possible that agricultural activity

would occur on site under the No Project–No Development Alternative, however, following approval and implementation of the pending mitigation agreement for past farming on site. This would result in views of agricultural activities from some existing homes near the SPA.

5.2.3 Rationale for Preference of the Proposed Project Over the No Project/No Development Alternative

The No Project–No Development Alternative is environmentally superior to the Proposed Project because it would avoid the near-term environmental impacts associated with the Proposed Project; however, agricultural activities may occur on site under this alternative, which also would result in continued adverse environmental impacts, as described above. This alternative also would not develop housing on the SPA, which is the land use specified in the RCP for the Montecito Ranch SPA. The No Project–No Development Alternative would not meet any of the Project objectives, including: (1) development of a residential project (Objectives 1, 3, and 11); (2) permanent preservation of large contiguous blocks of open space/sensitive natural resources and the viewshed for the County Scenic Highway portion of SR 78 (Objectives 2, 4, and 5); (3) provision of the “loop road” system around downtown Ramona (Objective 6); and (4) preservation of the Montecito Ranch House as an historical park site, development of a local park, and dedication of land for a school site and trails (Objectives 2, 7, and 8). Therefore, the No Project–No Development Alternative has been rejected.

5.3 Analysis of the No Project–Development Per Legal Parcels Alternative

5.3.1 No Project–Development Per Legal Parcels Description and Setting

The No Project–Development Per Legal Parcels Alternative assumes that the existing legal parcels within the Montecito Ranch SPA would gradually develop via a series of applications from separate property owners according to the existing zoning for the site. Based on existing zoning, this could result in development of an estimated maximum of 196 single-family residential units on minimum two- to four-acre lots, on a total of 637.7 acres. Figure 5-1 represents one possible buildout scenario under this alternative. Dedication of an historical park site containing the Montecito Ranch House also would likely be required under this alternative. Topographical constraints were considered during the drawing of this conceptual plan, with lots containing steep slopes assumed to be a minimum of four acres. This alternative would not include a local park or charter high school site or equestrian staging area, and would likely result in less on-site open space than the Proposed Project (i.e., approximately 273 acres under this alternative versus a minimum of 573.8 acres under the Proposed Project). It is assumed that no off-site roadway improvements would be built as part of this alternative; each smaller development would likely pay a fair share toward the improvement of impacted roadways and intersections. The properties would use water wells and septic systems; therefore, this alternative would not include extension of an off-site sewer line (Wastewater Management Option 1) or construction of an on-site WRF (Option 2). The off-site water storage tank and associated pipeline, access road, and water booster pump station associated with the Proposed Project also would not be implemented under this alternative.

Since this alternative represents a series of applications from separate (currently unknown) owners, Figure 5-1 is a conceptual plan depicting one potential layout for the accommodation of minimum two- to four-acre lots, an historic park site, and some open space on site. This concept plan is not an engineered plan, however. A more efficient layout could be possible, and would be expected to achieve compliance with applicable RCP and Subdivision Ordinance requirements.

5.3.2 Comparison of the Effects of the No Project–Development Per Legal Parcels Alternative to the Proposed Project

This analysis of the No Project–Development Per Legal Parcels Alternative addresses the differences associated with this alternative, compared to the Proposed Project.

Transportation/Circulation

As shown in the conceptual plan (Figure 5-1), the No Project–Development Per Legal Parcels Alternative is estimated to result in approximately 196 residential units versus 417 under the Proposed Project. Assuming the same trip generation as the Proposed Project (12 trips per residential unit and 60 trips for the historic park), long-term operational traffic impacts to existing roadway segments and intersections under this alternative would be less than those associated with the Proposed Project due to the reduced generation of residential vehicle trips per day (2,412 trips for this alternative versus 5,885 trips for the Proposed Project). Although this alternative would result in a 59 percent reduction in the total number of vehicle trips, this reduction would not be expected to substantially alter the Project-related and cumulative traffic impact analysis and associated mitigation requirements, compared with the Proposed Project because several roadways and intersections are operating at LOS E or F under existing conditions. It is assumed that no off-site roadway improvements would be built as part of this alternative; each smaller development would likely pay a fair share toward the improvement of impacted roadways and intersections. Although the traffic impacts under this alternative would be less than those assessed for the Proposed Project, significant impacts to traffic/circulation would occur under this alternative and most of the transportation system improvements associated with the Proposed Project would not be built.

Impacts to transportation/circulation under this alternative would be reduced compared to the Proposed Project, but would be expected to remain significant and unmitigable.

Air Quality

Short-term construction-related air quality impacts associated with the No Project–Development Per Legal Parcels Alternative would be less than those associated with the Proposed Project, because of the reduced amount of earth movement associated with this alternative due to the reduction in homes and the elimination of the local park and charter high school sites. In addition, it is unlikely that all of the residential lots would be graded and built out at the same time, with smaller daily emissions expected to be stretched over a longer period of time. Accordingly, short-term construction impacts would be less than significant.

Long-term operational impacts associated with the proposed 196 homes under the No Project–Development Per Legal Parcels Alternative would be less than those associated with the Proposed Project due to the reduced generation of vehicle trips per day (2,412 trips for this alternative versus 5,885 trips for the Proposed Project, assuming 12 trips per home and 60 trips for the historic park). The reduced trip generation would result in a corresponding 59 percent decrease in vehicular emissions of ROG_s, CO, NO_x, and PM₁₀, compared with the Proposed Project. Similar to the Proposed Project, long-term impacts would be less than significant.

Impacts to air quality under this alternative would be reduced compared to the Proposed Project.

Land Use and Planning

This alternative would be consistent with several of the planning policies, conditions, and ordinances with which the Proposed Project would potentially conflict, requiring exemptions and amendments, as applicable under each planning document. The No Project–Development Per Legal Parcels Alternative would meet the lot size requirements specified under the County Zoning Ordinance by providing two- and four-acre minimum lots. This alternative would not substantially modify natural landforms or result in ridgeline development because the water storage tank would not be constructed on steep slopes adjacent to the Project site. Although each development under this alternative would be required to comply with the RCP, RPO, and other County land use requirements, there is also the potential under this alternative for conflicts with these requirements to occur. It is not feasible to speculate as to which policies might not be met by this alternative. The Montecito SPA section of the RCP, the RCP, and the General Plan have policies and/or conditions that require the preservation of steep slopes, canyons, and significant biological resources, including oak woodlands, rock outcroppings, trees, and habitats of sensitive species. This is accomplished effectively by the Proposed Project, by consolidating development in the less sensitive areas of the SPA and preserving large contiguous blocks of habitat. Development of this alternative, however, would not provide the large contiguous open space areas afforded by the Proposed Project. Accordingly, this alternative may not comply with some of the land use conditions and policies with which the Proposed Project would comply.

The No Project–Development Per Legal Parcels Alternative would not result in significant impacts to community character, because the alternative would be consistent with the RCP and the County Zoning Ordinance with regard to minimum lot size. Because the off-site road improvements would not occur, this alternative would not conflict with the Circulation Element Map in the RCP or the CTMP and no amendment to the Circulation Element or CMTP would occur. The planned route for SA 603 would continue to extend westerly from SR 78 along Cedar Street, across the Project site, and then continue westerly to Rangeland Road, as shown on the Circulation Plan. There is a greater potential for impacts to sensitive RPO wetlands, floodways, and cultural resources sites within the SPA from this alternative because of the lack of comprehensive planning for development of the SPA, the need to provide access roads to each existing parcel, and the need to allow property owners some viable use of each parcel.

Like the Proposed Project, without mitigation this alternative may conflict with Policy 1 of the Noise Element of the RCP, which recommends land use and circulation patterns that would minimize noise in residential neighborhoods. SA 603 would be built in some configuration through the SPA, possibly along an alignment similar to the Proposed Project's Montecito Ranch Road, as shown in Figure 5-1. Noise impacts from SA 603 would be less in the near-term following project development, due to larger lots allowing placement of homes further from this main road and the reduced traffic generation by the Proposed Project. Over the long-term, however, it must be assumed that SA 603 would be connected to SR 67, Montecito Way and Rangeland Road, as specified in the existing Circulation Element of the RCP (refer to Figure 1-13). This would result in an increased traffic flow through the southern portion of the Project site. Mitigation in the form of a noise protection easement along segments of SA 603 and Montecito Way may be required, as for the Proposed Project. With mitigation, impacts associated with this RCP inconsistency would be less than significant for this alternative and for the Proposed Project. It should also be noted that the Circulation Plan shows SA 603 being extended through the SPA westerly from existing Cedar Street, which has more houses closer to the road than Ash Street, where the Proposed Project would connect.

Impacts to land use and planning under this alternative would be similar to the Proposed Project.

Biological Resources

Implementation of this alternative would be expected to result in greater impacts to biological resources than the Proposed Project. Based on the conceptual plan in Figure 5-1, up to approximately 662 acres of habitat would be impacted versus 397.26 acres for the Proposed Project (Table 5-2). This alternative would be expected to impact more of each habitat, including much of the oak woodlands on the site. More than twice as much Diegan coastal sage scrub would be impacted and nine coastal California gnatcatchers could be directly affected. The large population of southern tarplant in the southwestern portion of the site would remain undisturbed. Additional impacts to jurisdictional areas would occur on site. The No Project–Development Per Legal Parcels Alternative, when compared to the Proposed Project, would designate smaller contiguous blocks of habitat within open space, as well as preserve a smaller area of the site within open space. Indirect impacts due to human and pet encroachment into designated open space within the SPA would be slightly reduced under this alternative, based on fewer residents/pets, but a correspondingly smaller remaining habitat area. In addition, the development footprint of this alternative would encroach into the proposed MSCP hardline preserve area.

No direct off-site impacts would occur because no improvements would be made off site under this alternative. This alternative would not include roadway or utility improvements to segments of Ash Street, Montecito Way, Montecito Road, or Kalbaugh Street. In addition, no water storage tank would be constructed on land adjacent to the site. It is likely that traffic impact fees and utility connection fees paid by the various developments under this alternative would be used for off-site roadway and utilities improvements to serve cumulative development within Ramona, however, and that such improvements would result in some impacts to biological resources.

Impacts to biological resources would be greater under this alternative than the Proposed Project.

Noise

Under the No Project–Development Per Legal Parcels Alternative, no off-site roadway widening and associated construction noise would occur along Ash Street, Montecito Way, and Montecito Road. Assuming 196 units ultimately would be developed on site, vehicle trip generation would be approximately 59 percent less for this alternative compared to the Proposed Project, which would result in a reduced contribution to long-term traffic noise in the area. On-site vehicular noise impacts to the proposed homes would likely be less under the No Project–Development Per Legal Parcels Alternative, as the larger lots would allow for placement of homes farther from on-site roadways. Based on the conceptual layout in Figure 5-1, potentially significant exterior and interior noise impacts could occur on site if future residences would be placed within the 55 dB(A) CNEL noise contour for Montecito Ranch Road, with a narrower noise protection easement likely required as mitigation. With multiple developers of on-site parcels developing gradually over time, however, future on-site traffic noise impacts would depend upon the actual ultimate layout of on-site roads and residential lots. Such impacts would likely be mitigated through residential design requirements imposed during the County permit/approval process. Similarly, off-site traffic noise impacts would depend on actual traffic patterns created by gradual on-site development by several developers, including future points of access to the new developments. The Ramona Circulation Element currently shows SA 603 extending westerly from SR 78 along Cedar Street through the southeastern

portion of the Proposed Project site. If this were to become the primary access to the site, impacts to residents along Cedar Street could be significant because homes are relatively close to this street. Impacts would likely be less than those described for the Proposed Project along Montecito Way, based on fewer cars from the Project site traveling along this street, and the probability that this street would not be widened under this alternative.

This alternative would not include installation of sewer or water pump stations. The potentially significant, but mitigable, pump station noise impacts that would occur under the Proposed Project would not occur under this alternative.

Noise impacts under this alternative would be reduced compared to the Proposed Project.

Cultural Resources

The Proposed Project would preserve all but 1 of the 15 cultural resource sites (SDI-12,506) located within the Project site that were determined significant under CEQA and would not impact any RPO significant sites. By comparison, under the preliminary design of the No Project–Development Per Legal Parcels Alternative, 7 of the 15 cultural resource sites within the Project site that were determined to be CEQA-significant could potentially be impacted. The CEQA significant sites that could potentially be directly impacted by this alternative would include: SDI-12,469, SDI-12,480, SDI-12,489, SDI-12,494, SDI-12,497, SDI-12,498, and SDI-12,506. (Two sites, SDI-12,481 and P-37-024282, are both CEQA significant and also are addressed under the RPO. Because site SDI-12,481 is RPO-significant and site P-37-024282 is potentially RPO-significant, these two sites would be avoided during buildout under this alternative.) Actual direct impacts within the Project site would depend on future specific development plans under this alternative. Because no water storage tank would be constructed for this alternative, no associated impacts would occur to the potential CEQA- and/or RPO-significant site near the proposed tank pad. It should be noted, however, that any cultural resource sites that are preserved under this alternative would be located within smaller, less contiguous blocks of preserve land, compared to the Proposed Project and would likely be subject to greater indirect impacts from human intrusion as a result.

Overall, this alternative is expected to result in greater impacts to cultural resources than would the Proposed Project.

Aesthetics

The No Project–Development Per Legal Parcels Alternative would result in fewer visual impacts compared to the Proposed Project. Significant short-term impacts resulting from widening Montecito Way and construction of two noise walls along Montecito Way would not occur under this alternative. In addition, this alternative would avoid the significant landform modification impacts assessed for the Proposed Project, as the off-site water tank and access road and improvements to Montecito Way would not occur under this alternative. The No Project–Development Per Legal Parcels Alternative would consist of a less intense development, which would provide for larger residential lots that would be more representative of existing development patterns in the general Project site area. This alternative would be consistent with some of the planning policies and conditions with which the Proposed Project would potentially conflict, requiring exemptions and amendments, as applicable under each planning document. The No Project–Development Per Legal Parcels Alternative would not substantially modify natural landforms or result in ridgeline

development because the water storage tank would not be constructed on steep slopes adjacent to the Project site. Development of this alternative, however, would not provide the large contiguous open space areas afforded by the Proposed Project. Accordingly, this alternative would not comply with some of the land use conditions and policies with which the Proposed Project would comply. There are several conditions/policies that require the preservation of biological resources such as rock outcrops, oak woodlands, and trees. The No Project–Development Per Legal Parcels Alternative would not comply with these policies/conditions, as the areas that would be preserved in open space under the Proposed Project would be subject to development and would not be included in a dedicated open space for preservation in perpetuity.

Impacts to aesthetics would be reduced under this alternative compared to the Proposed Project.

5.3.3 Rationale for the Preference of the Proposed Project Over the No Project–Development Per Legal Parcels Alternative

The No Project–Development Per Legal Parcels Alternative would not meet any of the Project objectives listed above, except the preservation of Montecito Ranch as an historical park site (Objective 7). This alternative would generally conform with the minimum lot sizes specified in the RCP and would result in slightly reduced impacts related to air quality, transportation/circulation, noise, and aesthetics, compared to the Proposed Project. Because of the larger lot sizes associated with this alternative, agricultural operations would be more likely to occur. The No Project–Development Per Legal Parcels Alternative would be expected to result in substantially greater impacts to biological resources and an increased likelihood of adverse impacts to cultural resources compared to the Proposed Project, however. As discussed above, the No Project–Development Per Legal Parcels Alternative would result in permanent preservation of a much smaller portion of the site and the preserve land would be much more fragmented. This would result in greater direct and indirect impacts to sensitive habitats, such as oak woodlands and Diegan coastal sage scrub, and the sensitive species that are present within these habitats, such as the coastal California gnatcatcher. This alternative would be expected to directly or indirectly impact a greater number (7 or 8) of the 15 CEQA-significant historic and archaeological sites as compared to the Proposed Project, which would impact 1 of these sites. Therefore, the No Project–Development Per Legal Parcels Alternative is not considered to be environmentally superior to the Proposed Project, based on its substantially greater impacts to biological and cultural resources. In addition, while this alternative would contribute funds toward the future development of schools, parks and substantial off-site road improvements, it would not dedicate and develop a park site, dedicate a school site, nor implement substantial off-site road improvements, such as those included as part of the Proposed Project.

5.4 Analysis of the Reduced Development Footprint Alternative

5.4.1 Reduced Development Footprint Alternative Description and Setting

The Reduced Development Footprint Alternative would include 417 single-family residential units on minimum 10,000-s.f. lots (Figure 5-2). In addition, this alternative would retain the same park sites, charter high school site, equestrian staging area, and WRF (under Wastewater Management Option 2) as the Proposed Project. Because this alternative would have a smaller residential development footprint, more open space would be provided than under the Proposed Project. This alternative would provide the same multi-purpose trail system as defined for the Proposed Project. All

off-site roadway and utility improvements under this alternative would be the same as those described for the Proposed Project.

The residential development within the SPA would encompass approximately 193.6 acres under this alternative, while approximately 684.3 acres (73.1 percent of the site) would be designated as open space under Wastewater Management Option 1. Under Option 2, this alternative would dedicate 659.6 acres (70.5 percent of the site) as open space. Open space easements would encompass areas such as steep slopes, sensitive biological habitats, important archaeological resources, buffers and other environmentally sensitive areas to create viable wildlife corridors and linkages, with no development permitted in the open space easements.

Figure 5-2 is a conceptual plan demonstrating that 417 10,000-s.f. minimum lots could be accommodated within the development impact footprint of Unit 1 and a small portion of the Unit 2 residential development area under the Proposed Project. This concept plan is not an engineered plan. A more efficient layout could be possible, and would be expected to achieve compliance with applicable RCP and Subdivision Ordinance requirements.

5.4.2 Comparison of the Effects of the Reduced Development Footprint Alternative to the Proposed Project

This analysis of the Reduced Development Footprint Alternative primarily addresses the differences between this alternative and the Proposed Project.

Transportation/Circulation

Traffic impacts under the Reduced Development Footprint Alternative would be similar to those associated with the Proposed Project due to the same number of proposed residential units. The Reduced Development Footprint Alternative would require the same off-site roadway segment and intersection improvements as described for the Proposed Project, with off-site traffic impacts and mitigation requirements projected to be the same as the Proposed Project. Impacts to roadway segments would remain significant and unmitigated, as with the Proposed Project.

Air Quality

The Reduced Development Footprint Alternative would be expected to result in reduced short-term construction-related air quality impacts compared to the Proposed Project, because of the smaller graded area and likely reduced amount of earth movement associated with this alternative. Even with implementation of the Project mitigation measures, significant and unmitigable project-related and cumulative impacts would be anticipated with respect to short-term construction emissions. Long-term operational impacts associated with the Reduced Development Footprint Alternative would be similar to impacts attributed with the Proposed Project, based on the same number of proposed residential units (i.e., 417) generating the same number of vehicle trips per day (i.e., 5,885). Long-term air quality impacts would be less than significant under the Proposed Project and this alternative.

Air quality impacts associated with this alternative would be slightly reduced compared to the Proposed Project, although the temporary significant impacts during construction would remain significant and unmitigable.

Land Use and Planning

The Reduced Development Footprint Alternative would result in the same plan conformance, land use compatibility, and community character impacts as the Proposed Project. This alternative would require amendments to the same conditions and policies as the Proposed Project. Upon approval of the amendments, this alternative would be consistent with almost all of the applicable conditions, policies, and ordinances. Mitigation would be implemented to reduce significant land use impacts associated with the non-compliance of Condition 17 in the Community Character Element, Residential Policy 5 in the Land Use Element, and Policy 1 in the Noise Element within the RCP. This alternative also would result in significant impacts to community character, which would be more substantial than those associated with the Proposed Project, due to the smaller lot sizes under this alternative. Due to the smaller lot size, the Reduced Development Footprint Alternative would be less compatible with the rural character of the community of Ramona and less consistent with surrounding development densities. Refer to Subchapter 3.1, Land Use and Planning, for the plan conformance and community character impacts discussion, as well as mitigation.

Impacts to land use and planning under this alternative would be approximately the same as the Proposed Project.

Biological Resources

The Reduced Development Footprint Alternative would impact less on-site habitat than the Proposed Project. This alternative would impact 330.35 acres versus the 372.6 acres for the Proposed Project (under Wastewater Management Option 1) (Table 5-2). This reduced impact area would result in preservation of a greater percentage of the Diegan coastal sage scrub and southern mixed chaparral in the central portion of the site. Similar to the Proposed Project, the Reduced Development Footprint Alternative would designate large contiguous blocks of habitat within open space (i.e., 634.85 acres under this alternative). Impacts to sensitive plant and animal species under the Reduced Development Footprint Alternative would be the same as for the Proposed Project, with the exception that the impacts to coastal California gnatcatcher would be slightly less under this alternative versus the Proposed Project due to the reduced area of impact to Diegan coastal sage scrub. Similar to the Proposed Project, the development footprint of this alternative would not encroach into the proposed MSCP hardline preserve area, and would actually preserve additional habitat outside of the preserve area. Off-site impacts would remain the same as the Proposed Project.

Overall, impacts to biological resources under this alternative would be reduced compared to the Proposed Project.

Noise

The construction noise impacts of the Reduced Development Footprint Alternative would be similar to those of the Proposed Project. Residences along Ash Street, Montecito Road, and Montecito Way are within 300 feet of on- and off-site project grading, and therefore could be significantly impacted by construction noise exceeding 75 dB(A) from this alternative. In addition, early residents under this alternative would be exposed to temporary construction noise as the homes are built out. Therefore, Project construction-related noise impacts would not be avoided by this alternative. Mitigation measures similar to the Proposed Project measures would be required.

In terms of vehicular noise, the Reduced Development Footprint Alternative would generate the same number of ADT as the Proposed Project (i.e., 5,885). This alternative also would result in potentially significant exterior and interior noise impacts on site where future residences could be placed within the 55 dB(A) CNEL noise contour for Montecito Ranch Road and could exceed the interior noise standard of 45 dB(A) CNEL. Due to the smaller lot sizes associated with this alternative, there would be less space within each lot adjacent to Montecito Ranch Road to allow for setbacks to reduce noise impacts. Architectural treatments necessary to mitigate noise impacts to homes and outdoor usable space could be more substantial than for the Proposed Project. Additionally, significant impacts would occur to two homes located along Montecito Way, due to increased interior noise levels greater than 45 dB(A) CNEL, as assessed for the Proposed Project. Mitigation measures identified for the Proposed Project also would be required for the Reduced Development Footprint Alternative.

Similar to the Proposed Project, noise impacts from the sewer and water pump stations are not expected to be significant; however, testing of the emergency generators for the pump stations could significantly impact on-site residences. The potentially significant pump station noise impacts of the proposed project also would apply to this alternative and the same mitigation would be required.

Overall, noise impacts under this alternative would be approximately the same as for the Proposed Project.

Cultural Resources

The Reduced Development Footprint Alternative would result in reduced cultural resource impacts compared to the Proposed Project, because it would not directly impact any of the 15 cultural resource sites within the Project site that were determined CEQA-significant, while the Proposed Project would impact one such site. Although not directly impacted, all remaining cultural resource sites under either the Proposed Project or this alternative would be subject to the same degree of indirect impacts (e.g., potential vandalism). This alternative also would have the same off-site cultural resources impacts and mitigation requirements as the Proposed Project. This would include potential impacts to the lithic scatter within the water storage tank pad.

Aesthetics

The Reduced Development Footprint Alternative would result in visual impacts similar to the Proposed Project. Significant short-term impacts resulting from widening Montecito Way and construction of two noise walls along Montecito Way would occur under this alternative. These impacts would be mitigated below a level of significance by providing landscaping similar to existing conditions within the road right-of-way. In addition, visual impacts resulting from the off-site water tank and access road would remain significant. Views into the residential development from off-site areas would capture a higher intensity development that would contrast more with the surrounding neighborhoods than the Proposed Project. However, reducing the development footprint of the residential uses would afford larger areas of contiguous open space, which would provide greater visual continuity with adjacent undeveloped areas. Design features could be implemented to reduce the appearance of massing, such as enhanced landscaped treatments and/or berming to screen views from adjacent rural residential neighborhoods. Any visual impacts resulting from intensifying residential consolidations would be offset by expanding open space areas. Overall, the visual impacts associated with this alternative would be approximately the same as those associated with the Proposed Project.

5.4.3 Rationale for Preference of the Proposed Project Over the Reduced Development Footprint Alternative

The Reduced Development Footprint Alternative would be environmentally superior to the Proposed Project, and would meet the Project objectives listed above. This is a feasible alternative that could be implemented by the Project Applicant, if it was determined by County decision makers to be the preferred alternative. This alternative would result in similar impacts to air quality, transportation/circulation, and noise as the Proposed Project, because each scenario proposes development of 417 residential units. This alternative also would have similar impacts to land use and aesthetics, although the higher residential density would contrast more with the surrounding neighborhoods. Such an impact would be at least partially offset by enhanced landscaped treatments and/or berming and larger areas of contiguous open space. The Reduced Development Footprint Alternative would be inconsistent with the same conditions and policies as the Proposed Project. Cultural resources impacts would be less, as this alternative would not impact any of the cultural resources on site. The Reduced Development Footprint Alternative would decrease impacts to on-site habitats, compared to the Proposed Project. These reduced impacts to cultural and biological resources would be the primary environmental benefits of this alternative. Although overall impacts under this alternative would be slightly less than the Proposed Project, the greater development densities associated with this alternative are generally not consistent with the surrounding residential development within Ramona, and are not likely to be supported by the community. In addition, this alternative would not reduce significant and unmitigable impacts to air quality (construction-related) and transportation/circulation (operational) to a mitigable level, nor would it reduce most significant and mitigable impacts in comparison to the Proposed Project (Table 5-1).

5.5 Analysis of the Reduced Density Alternative

5.5.1 Reduced Density Alternative Description and Setting

The Reduced Density Alternative would develop 244 single-family residential units on minimum one-acre lots within the same residential development footprint as the Proposed Project. While the overall site density under this alternative would be lower than that identified for the Proposed Project, the development footprint and open space areas would be similar, except that there would be no dedication of a charter high school site, with this land instead being preserved as additional open space. Figure 5-3 is a conceptual plan demonstrating that 244 one-acre minimum lots could be accommodated within the development impact footprint for the Proposed Project. This concept plan is not an engineered plan. A more efficient layout would be possible, and would be expected to achieve compliance with applicable RCP and Subdivision Ordinance requirements.

As with the Proposed Project, residential and related private road/infrastructure development within the SPA would encompass approximately 258.4 acres under this alternative, while approximately 585.5 acres (62.6 percent of the site) would be designated as open space under Wastewater Management Option 1. Under Option 2, this alternative would dedicate 564.0 acres (60.3 percent of the site) as open space. Open space easements would encompass areas such as steep slopes, sensitive biological habitats, important archaeological resources, buffers and other environmentally sensitive areas to create viable wildlife corridors and linkages, with no development permitted in the open space easements.

This alternative would provide the same amount of parkland as the Proposed Project, and would provide the same multi-purpose trail system and equestrian staging area as defined for the Proposed Project. This alternative would not include a charter high school site. On-site road improvements would be similar to those associated with the Proposed Project. Montecito Way would be widened between the project site and Montecito Road, and Ash Street would be widened between the project site and Pine Street. The widening of Montecito Road would not be required to support the traffic generated by this alternative, and the impacts to biological and cultural resources associated with this road improvement would not occur. The improved traffic service within the community that would be associated with these roadway improvements under the Proposed Project also would not occur under this alternative. This alternative would either have to be sustainable with groundwater wells and septic systems/leach fields on the one-acre lots, or the water and sewer improvements associated with the Proposed Project would have to be implemented under this alternative as well. The water storage tank would be reduced to accommodate the lower demand associated with this alternative. With a sewer system, at least two sewer pump stations would likely be required. Potential implementation of Wastewater Management Option 2, the WRF, under this alternative would need to be analyzed for cost effectiveness.

5.5.2 Comparison of the Effects of the Reduced Density Alternative to the Proposed Project

This analysis of the Reduced Density Alternative addresses the differences associated with this alternative, compared to the Proposed Project.

Transportation/Circulation

The Reduced Density Alternative proposes 244 residential units versus 417 under the Proposed Project. Assuming the same trip generation as the Proposed Project (12 trips per residential unit), long-term operational traffic impacts to existing roadway segments and intersections under this alternative would be less than those associated with the Proposed Project due to the reduced generation of residential vehicle trips per day (3,029 trips for this alternative versus 5,885 trips for the Proposed Project). Although this alternative would result in a 41 percent reduction in the total number of vehicle trips, this reduction would not be expected to substantially alter the Project-related and cumulative traffic impact analysis and associated mitigation requirements, compared with the Proposed Project, because many roadways and intersections are operating at LOS E or F under existing conditions. In addition, this alternative would provide a fair share of transportation system improvements, commensurate with the number of residential units to be built, and it would not be feasible for this smaller alternative to build as many improvements as would the Proposed Project.

Although the traffic impacts under this alternative would be less than those assessed for the Proposed Project, significant impacts to traffic/circulation would occur under this alternative and several of the transportation system improvements associated with the Proposed Project would not be built in conjunction with the Montecito Ranch development.

Air Quality

Short-term construction-related air quality impacts associated with the Reduced Density Alternative for the grading phase of construction would be similar to those associated with the Proposed Project, because the area of disturbance would be the same. Although grading for 244 residential pads instead of 417 could result in reduced earth movement associated with this alternative, each entire lot is

assumed to be disturbed and improved. Emissions associated with residential construction would be reduced from emissions estimated for the Project due to the smaller number of residences.

Long-term operational impacts associated with the 244 homes under the Reduced Density Alternative would be less than those associated with the Proposed Project due to the reduced generation of vehicle trips per day (3,029 trips for this alternative versus 5,885 trips for the Proposed Project, assuming 12 trips per home). The reduced trip generation would result in a corresponding 41 percent decrease in vehicular emissions of ROGs, CO, NO_x, and PM₁₀, compared with the Proposed Project.

Although emissions associated with the Reduced Density Alternative would be less than those estimated for the Proposed Project, this alternative would still result in significant, unmitigable impacts related to short-term grading/construction.

Overall, air quality impacts under this alternative would be slightly reduced compared to the Proposed Project.

Land Use and Planning

The Reduced Density Alternative would result in the same land use compatibility and community character impacts as the Proposed Project. This alternative would require amendments to the same conditions and policies as the Proposed Project. Upon approval of the amendments, this alternative would be consistent with almost all of the applicable conditions, policies, and ordinances. Mitigation would be implemented to reduce significant land use impacts associated with the non-compliance of Condition 17 in the Community Character Element, Residential Policy 5 in the Land Use Element, and Policy 1 in the Noise Element within the RCP. This alternative also would result in significant impacts to community character, similar to the Proposed Project. Refer to Subchapter 3.1, Land Use and Planning, for the plan conformance and community character impacts discussion, as well as mitigation. No impacts to RPO wetlands and floodways would occur because Montecito Road would not be widened by this project.

Impacts to land use and planning under this alternative would be approximately the same as for the Proposed Project.

Biological Resources

Direct biological resources impacts within the Montecito Ranch SPA would be similar under the Reduced Density Alternative compared to the Proposed Project, because both development scenarios have the same development footprint within the SPA, except that the Reduced Density Alternative would not provide a school site. Similar to the Proposed Project, the development footprint of this alternative would not encroach into the proposed MSCP hardline preserve area. Direct impacts to 0.24 acre of riparian woodland due to off-site roadway improvements would be eliminated because Montecito Road widening, with its associated wetland impacts at the bridge crossing of Santa Maria Creek, would not occur. On-site impacts, although generally similar for most habitats, would result in substantial diminution to impacted acreages for Diegan coastal sage scrub and southern mixed chaparral. Indirect impacts due to human and pet encroachment into designated open space within the SPA could be slightly less under this alternative because 41 percent fewer residents and pets would be expected to reside within the SPA. These indirect impacts would remain significant, but mitigable.

Overall, biological resources impacts under this alternative would be substantially reduced compared to the Proposed Project.

Noise

Construction of the Reduced Density Alternative would generate noise levels due to earth-moving equipment, similar to those anticipated under the Proposed Project. Under both the Proposed Project and this alternative, residences along Ash Street and Montecito Way would be within 300 feet of on- and/or off-site Project grading, potentially resulting in significant construction noise impacts due to exceedance of the 75 dB(A) standard. In addition, early residents of this alternative would be exposed to temporary construction noise as the Reduced Density Alternative is built out. Therefore, impacts from Project construction noise would not be avoided by this alternative. Mitigation measures similar to the Proposed Project measures would be required.

Residential vehicle trip generation would be approximately 41 percent less for this alternative compared to the Proposed Project, which would result in a reduced contribution to long-term traffic noise in the area. On-site vehicular noise impacts to the proposed homes would potentially be less under the Reduced Density Alternative, because fewer homes would be adjacent to Montecito Ranch Road. Potentially significant exterior and interior noise impacts would occur on site where future residences would be placed within the 55 dB(A) CNEL noise contour for Montecito Ranch Road, potentially exceeding the interior noise standard of 45 dB(A) CNEL. Additionally, significant impacts would occur to two homes located along Montecito Way, due to increased interior noise levels greater than 45 dB(A) CNEL, as assessed for the Proposed Project. Mitigation measures identified for the Proposed Project also would be required for the Reduced Density Alternative, although the required distances from roadway centerlines to the 60 dB(A) CNEL contour (i.e., the required mitigation zone or noise protection zone) could be slightly less than for the Proposed Project, until SA 330 is connected to SR 67 at some time in the future, as specified in the RCP.

Similar to the Proposed Project, noise impacts from the sewer and water pump stations are not expected to be significant; however, testing of the emergency generators for the pump stations could significantly impact on-site residents. The potentially significant pump station noise impacts also would occur under this alternative, as identified for the Proposed Project, and the same mitigation would be required.

Overall, impacts due to noise under this alternative would be slightly reduced compared to the Proposed Project.

Cultural Resources

Similar to the Proposed Project, the Reduced Density Alternative would directly impact 1 of the 15 CEQA-significant cultural resource sites (SDI-12,506) within the Montecito Ranch SPA. This site is not significant according to RPO criteria. This alternative, similar to the Proposed Project, would provide an 11.9-acre historic park site featuring the historic Montecito Ranch House, which would be developed and dedicated to the County or cooperating group for preservation and maintenance as an interpretive center, community center, or museum. Although not directly impacted, all other sites under the Proposed Project or the Reduced Density Alternative would be subject to indirect impacts such as potential vandalism. These impacts could be slightly less under this alternative because there would be approximately 41 percent fewer residents within the SPA. Off-site cultural resources

impacts and mitigation would be the same as described for the Proposed Project, with one exception. If the off-site water storage tank is not needed under this alternative due to use of water wells or another alternate water supply system, then the cultural resource impacts associated with the water storage tank for the Proposed Project would be avoided.

Impacts to cultural resources would be similar to the Proposed Project.

Aesthetics

The Reduced Density Alternative would result in visual impacts similar to those identified for the Proposed Project. Residences would be located on larger lots (one-acre versus half-acre) that would be more consistent with surrounding large lot rural residential neighborhoods, which would further reduce less than significant impacts to visual character. Significant short-term impacts resulting from widening Montecito Way and construction of two noise walls along Montecito Way would occur under this alternative. These impacts would be mitigated below of level of significance by providing landscaping similar to existing conditions within the road right-of-way. Short-term impacts to the Montecito Way viewshed and impacts resulting from the off-site water tank and access road would remain significant, but mitigable, unless it is possible under this alternative to utilize an alternate water supply system, such as water wells for each lot (in which case the significant and mitigable impact would not occur). No additional visual impacts are anticipated under this alternative, and adverse effects would be slightly lowered in comparison with the Proposed Project.

5.5.3 Rationale for the Preference of Proposed Project Over the Reduced Density Alternative

The Reduced Density Alternative would be environmentally superior to the Proposed Project, and would meet the Project objectives listed above (Objectives 1 through 5, 7, and 9), with the exception that it would not be able to support traffic improvements that would alleviate traffic congestion in downtown Ramona (Objective 6), and would not provide a charter high school site (Objective 8). The Reduced Density Alternative would result in reduced impacts related to air quality and transportation/circulation. Short-term construction-related air quality impacts and long-term cumulative impacts to the roadway network would remain significant and unmitigable. Because the Montecito Road bridge would not be widened (and associated wetland impacts would not occur under this alternative) and some upland habitats would be substantially lessened, biological resource impacts would be reduced. This alternative would result in similar impacts to land use and cultural resources, compared to the Proposed Project. Non-commercial agricultural activities would be more likely to occur within residential parcels, because of the larger lot sizes associated with this alternative. Overall, this alternative would result in reduced environmental impacts and would be feasible to implement. County decision makers and the community may prefer the Proposed Project over the Reduced Density Alternative, however, due to the inclusion of the charter high school site and the requirement to widen Montecito Road under the Proposed Project.

5.6 Analysis of the Closed Water System Alternative

5.6.1 Closed Water System Alternative Description and Setting

The Closed Water System Alternative design would be the same as the Proposed Project, except that the off-site water storage tank, and the associated pipeline and access road, would not be constructed. The water line connections to the Project site and the water booster pump station south of the Montecito Way/Montecito Road intersection would still be required, and the booster pump station would be expanded to include an underground holding/surge tank on the 10,000 square foot lot.

5.6.2 Comparison of the Effects of the Closed Water System Alternative to the Proposed Project

This analysis of the Closed Water System Alternative addresses the differences associated with this alternative, compared to the Proposed Project.

Transportation/Circulation

Elimination of the off-site water storage tank, and the associated pipeline and access road would not affect transportation/circulation. Impacts to traffic would be the same under the Closed Water System Alternative as the Proposed Project.

Air Quality

Short-term construction-related air quality impacts associated with the Closed Water System Alternative would be similar to those associated with the Proposed Project, because the area of disturbance would be the same. Long-term operational impacts associated with the Closed Water System Alternative would also be similar to those associated with the Proposed Project due to similar electricity demands and the relatively low regional emissions associated with such electricity use.

Land Use and Planning

The Closed Water System Alternative would result in fewer impacts associated with plan conformance. No water tank or associated access road would be constructed along a ridgeline and no impacts to natural landforms would occur. Because this alternative would not include the construction of the water storage tank, the Closed Water System Alternative would be consistent with Condition 17 of the Community Charter Element and Residential Policy 5 of the Land Use Element within the RCP, unlike the Proposed Project. All other plan conformances, land use compatibility and community character impacts would be the same as the Proposed Project.

Biological Resources

Impacts would be slightly less under the Closed Water System Alternative than the Proposed Project. An additional 0.6 acre of habitat (i.e., Diegan coastal sage scrub and non-native grassland) would be dedicated within on-site open space. In addition, off-site impacts would be less, as 2.2 acres of Diegan coastal sage scrub would not be impacted in association with the water tank and access road. Impacts

to sensitive species would remain the same. Similar to the Proposed Project, the development footprint of this alternative would not encroach into the proposed MSCP hardline preserve area.

Noise

Construction and vehicle noises associated with the Closed Water System Alternative would be the same as the Proposed Project. Noises associated with the water booster pump station would still occur under this alternative and would be slightly increased due to the inclusion of a surge tank.

Cultural Resources

Impacts to on-site cultural resources would be the same under the Closed Water System Alternative as the Proposed Project. Impacts to off-site cultural resources would be reduced, as this alternative would not result in impacts to the potentially significant cultural site at the proposed location of the water tank under the Proposed Project.

Aesthetics

The Closed Water System Alternative would avoid the significant visual impacts resulting from the off-site water tank and access road. No additional visual impacts would occur due to the addition of the underground holding/surge tank at the water booster pump station.

5.6.3 Rationale for the Preference of Proposed Project Over the Closed Water System Alternative

The Closed Water System Alternative would be environmentally superior to the Proposed Project, and would meet the Project objectives listed above. This alternative would result in reduced impacts related to land use, biological and cultural resources, and aesthetics. It would result in similar impacts to air quality and transportation/circulation and compared to the Proposed Project. Impacts due to noise would be slightly increased, because of the inclusion of the surge tank. Although overall impacts under this alternative would be slightly less than the Proposed Project, this alternative was not pursued as a part of the Project because the construction of a water storage tank is preferred by RMWD. The Project Applicant, however, is willing to implement this alternative, if it is determined to be acceptable to the water district and the County decision makers.

5.7 Environmentally Superior Alternative

Although the No Project–No Development Alternative would result in minimal or substantially reduced environmental impacts, Section 15126.6(e)(2) of the State CEQA Guidelines requires identification of an alternative other than the No Project Alternative as the environmentally superior alternative. As such, the Reduced Density Alternative is considered to be the environmentally superior alternative for the overall Project. Short-term construction-related air quality impacts and long-term cumulative impacts to the roadway network would remain significant and unmitigable. This alternative would result in similar impacts to land use and cultural resources, compared to the Proposed Project. The Reduced Density Alternative would result in reduced impacts related to air quality, biological resources, and transportation/circulation.

5.8 Alternatives Considered and Rejected

Several alternatives have been considered and rejected following County review, beginning in 2001. These alternatives include two on-site development alternatives and one off-site road alternatives. This subchapter summarizes the alternatives considered and rejected, including a brief description of each alternative and the reason(s) why they were rejected.

5.8.1 Two- to Four-acre Lot Alternative

The Two- to Four-acre Lot Alternative was designed to meet the minimum lot standards, while providing an open space preservation easement over a substantial portion of each lot to preserve sensitive biological resources. This alternative would have developed a rural residential community on the 935.2-acre Project site, with 347 single-family residential lots ranging in size from two to more than four acres, in conformance with the RCP (Figure 5-4). Approximately 601.3 acres of the site were to be designated as permanent open space, including 541.5 acres of open space easements within residential lots. The plans also identified a 52.6-acre passive park within the oak woodland area in the northern portion of the site, a 7.3-acre historic park site, a 15.1-acre charter high school site, an equestrian staging area, and an integrated system of multi-purpose trails. This alternative also included construction of Montecito Ranch Road through the site, as well as internal circulation streets. The Two- to Four-acre Lot Alternative would require the same off-site roadway and utility improvements as the Proposed Project.

This alternative would meet the Project objectives and would be consistent with a greater number of planning policies and conditions, as compared to the Proposed Project. This alternative would generally conform to the minimum lot sizes specified in the RCP and would result in a reduced on-site noise impact to future residences and reduced landform alteration impacts.

Based on preliminary alternative design, the Two- to Four-acre Lot Alternative, compared to the Proposed Project, would result in slightly reduced impacts related to air quality and traffic, but would result in substantially greater impacts to biological and cultural resources, and aesthetics. This alternative was rejected because it would (1) result in significantly greater impacts to Diegan coastal sage scrub, thereby impacting a larger area of coastal California gnatcatcher habitat; (2) impact 11 of 15 CEQA-significant historic/archaeological sites; (3) adversely impact the visual character of Summer Glen Road and the visual character and setting of the Montecito Ranch House; and (4) not provide an acceptable active park site.

5.8.2 East/West Development Alternative

The East/West Development Alternative was a consolidated development alternative like the Proposed Project, but with modified development areas designed to reduce the impacts upon sensitive Diegan coastal sage scrub habitat and the coastal California gnatcatcher, compared to the Proposed Project. Development was proposed primarily in areas of prior agricultural activity, and included 417 single-family residential units on minimum 0.5-acre lots (20,000 s.f. minimum) within two consolidated residential areas in the eastern and western portions of the SPA (Figure 5-5). Approximately 587.1 acres were to be designated as open space, preserving steep slopes, sensitive biological habitat, important archaeological resources, buffer areas, and other environmentally sensitive areas. This alternative included an integrated system of multi-purpose trails, as well as dedication of land for a 6.5-acre local park, a 9.8-acre historic park site encompassing the historic

Montecito Ranch House, a 10.8-acre elementary school site, and a 5.0-acre equestrian staging area. The East/West Development Alternative would require the same off-site roadway and utility improvements as described above for the Proposed Project.

This alternative would meet the Project objectives. It would result in similar impacts as the Proposed Project with respect to air quality, transportation/circulation, and noise, and would result in slightly greater impacts to odors (due to the equestrian facility), and land use and planning. Cultural resources impacts would be greater because this alternative would impact an additional CEQA-significant cultural resource when compared to the Proposed Project, one of which consists of the historic setting of the Montecito Ranch house. The East/West Development Alternative would substantially increase impacts to non-native grasslands within the larger Ramona Grasslands area, as compared to the Proposed Project; however, impacts to Diegan coastal sage scrub and other sensitive habitats, as well as coastal California gnatcatchers, would be substantially lessened under this alternative. These reduced biological impacts and the increased area of proposed recreational facilities are the primary benefits of this alternative. These benefits were not considered to outweigh the greater impacts to land use and planning, cultural resources, the Ramona Grasslands, and aesthetics, and therefore this alternative was rejected.

5.8.3 Montecito Ranch Road to Rangeland Road Alternative

The Montecito Ranch Road to Rangeland Road Alternative included an alternative circulation route from the Project site to Main Street. Under the Montecito Ranch Road to Rangeland Road Alternative, the alignment of Montecito Ranch Road would have differed from that of the Proposed Project (Figure 5-6). Montecito Ranch Road would have connected with Ash Street at the eastern SPA boundary, as with the Proposed Project, and traversed westerly through the SPA. Rather than ending at Montecito Way, however, Montecito Ranch Road would have continued southwesterly and off site to Rangeland Road as SA 603. Montecito Ranch Road, from Ash Street to Rangeland Road, would have been a two-lane special collector that provided a linkage between Pine Street and Main Street. The off-site segment of Montecito Ranch Road would have consisted of a 98-foot-wide right-of-way that traversed undeveloped land, some of which is used for cattle grazing and Ramona Municipal Water District spray fields. Under this alternative, SA 603 would have been retained on the Circulation Element, with Montecito Ranch Road and Ash Street serving as the eastern segment of SA 603. This alternative generally would have complied with the Circulation Element, except that the Circulation Element identifies Cedar Street as the easternmost portion of SA 603. Under this alternative the proposed improvements to Ash Street and Montecito Way still would have been necessary, but improvement to Pine Street would not occur. With minor site plan revisions, this roadway alternative could have feasibly been utilized under the Proposed Project or any SPA development alternative.

The Montecito Ranch Road to Rangeland Road Alternative would meet the transportation/circulation-related objectives listed above. This alternative would result in similar impacts to the Proposed Project with respect to air quality, transportation/circulation, land use, cultural resources, noise, and aesthetics, as described above. Impacts to biological resources would have significantly increased due to the increased impacts on southern tarplant, as well as Diegan coastal sage scrub and the Ramona Grasslands. These resources are much more sensitive than the non-native grassland impacts from the Proposed Project's road widening improvements. Furthermore, the alternative was assessed as growth inducing and a topic of some public controversy. It would provide excess roadway capacity that could encourage additional development within Ramona, including development of the Ramona Grasslands.

Development of these additional areas of Ramona would be expected to result in environmental impacts to biological resources, cultural resources, aesthetics, transportation/circulation, air quality, water quality, and public services. Therefore, the Montecito Ranch Road to Rangeland Road Alternative was rejected based on impacts to the Ramona Grasslands, growth inducement and anticipated public controversy.

5.8.4 Ramona Community Planning Group Alternative

This alternative was requested by the Ramona Community Planning Group and includes a multi-use development of the Project site. Figure 5-7 is a conceptual plan of this alternative, as drafted by the Ramona Community Planning Group. This alternative would include the same residential development footprint as the Proposed Project. The Unit 1 residential area would be comprised of 0.5-acre lots and the Unit 2 residential area would include one-acre lots. Additional residential units would be provided at a senior housing center to the south of Montecito Ranch Road. The historic park site and staging area would be retained under this alternative. The southwestern portion of the site also would include an approximately 13-acre equestrian facility, 10-acre hotel resort, 45-acre vineyard/bungalows, 11-acre retail center, and 52-acre park site. Approximately 440 acres of open space would occur on site. This alternative would require construction of an off-site sewer pipeline to connect to the Santa Maria WTP or construction of a WRF on site (currently not shown on plan). Off-site roadway improvements would be the same as under the Proposed Project.

The Ramona Community Planning Group Alternative would not meet the Project objectives, including: (1) development of a residential project that is sensitive to the rural charter of Ramona (Objective 1) and (2) dedication of land for a school site (Objective 8). This alternative would result in increased impacts to land use, because the site is not zoned for commercial use. Transportation/circulation impacts also would increase, as there would be additional ADTs from the hotel, retail, senior housing, and equestrian facility. Related to the higher ADTs, there would be an increase in air quality and noise impacts. This alternative would result in slightly greater impacts to odors (due to the equestrian facility). Cultural resources impacts could be greater because this alternative could impact two more CEQA-significant archaeological sites. (As initially drawn by the Planning Group, four CEQA-significant sites, two of which are also RPO-significant, would be impacted by the development. Because refined design would be required to comply with County standards regarding RPO site avoidance, it is anticipated that the two RPO-significant sites would be avoided, and impacts would occur only to the two CEQA-significant sites.) This alternative would increase impacts to Diegan coastal sage scrub as compared to the Proposed Project and also would increase impacts to coastal California gnatcatchers and black-tailed jackrabbits. This alternative must be rejected under CEQA, because it would result in additional impacts to land use, transportation/circulation, air quality, noise, cultural resources, and biological resources and would not reduce any significant impacts.

5.8.5 Reduced Grading Area Per Day Alternative

This alternative would be the same as the Proposed Project, except that the on-site grading area would be limited to 17 acres per day with enhanced dust control. This reduction would result in less-than-significant impacts to air quality from fugitive dust (PM_{10}); however, it would increase the days required to grade and construct the site by approximately three times the amount required under the Proposed Project. Accordingly, this alternative would generate additional noise, dust, visual, and hydrological impacts associated with a substantially extended construction period. Such a reduction in

grading area also would be extremely inefficient and dysfunctional, because it would not provide sufficient space to move dirt from the on-site cut areas to the anticipated fill areas and to immediately spread and compact the material.

5.8.6 Extension of SA 330 Design Scenario Alternative

This alternative assumes development in accordance with the Proposed Project, with the exception of a focused design scenario regarding roadways. With the exception of the Montecito Road/Montecito Way intersection, Montecito Road would not be improved (widened) and SA 330 would be extended southerly from Montecito Road to SR 67 (Figure 5-8). The Extension of SA 330 Design Scenario Alternative would include widening of Ash Street and the existing segment of Montecito Way, as well as improvements to Ash Street/Pine Street, Pine Street/Main Street, Montecito Way/Montecito Road, Highland Valley Road/Dye Road/SR 67, Archie Moore/SR 67, and the proposed intersection of SA 330/Main Street. The reader is referred to Figures 1-7, 1-21a and b, 1-23a and b, 1-27 through 1-29, 1-32 and 1-33 for Proposed Project improvements.

Tables 5-3 and 5-4, respectively, summarize street segment and intersection levels of service under Existing Plus Project conditions for this alternative. As shown in the tables, this alternative would result in the same significant impacts as the Proposed Project, with one exception. Impacts to the intersection of Main Street/Montecito Road would not be significant, but this alternative would result in a significant impact to the intersection of Main Street/proposed SA 330, which would operate at LOS F in the AM and PM peak periods under Existing Plus Project conditions. In addition to the mitigation that is required under the Proposed Project, the Project Applicant would need to widen and restripe Main Street to provide dedicated turn lanes and install a three-way traffic signal at the intersection of Main Street/relocated SA 330.

Table 5-5 shows the delay and LOS of the analyzed intersections following implementation of mitigation. All intersections would operate at acceptable LOS following mitigation. As with the Proposed Project, significant direct impacts to roadway segments would be partially mitigated by implementation of required intersection mitigation measures; however, impacts to roadway segments would remain **significant and unmitigated**.

The same number of construction workers and amount of equipment would be required for this alternative as under the Proposed Project. Similarly, asphalt off-gassing emissions for on- and off-site roadway improvements would be the same. The air quality impact assessment estimated that approximately one acre would be paved on site per day and one acre would be paved off site per day, resulting in 2.6 lbs/day of VOC emission for on- and off-site paving activities. Under this alternative, as for the Proposed Project, **significant** impacts associated with VOC emissions would result from architectural coatings of the residences on site. All other direct impacts from emissions (i.e., CO, NO_x, SO_x, PM₁₀, and PM_{2.5}) would be **less than significant**, as described in Subchapter 2.2, Air Quality. Air Quality cumulative impacts would be the same under this alternative as they would be for the Proposed Project; i.e., a **cumulatively significant**, but temporary, impact would occur with regard to VOC emissions. Cumulative VOC impacts would be reduced below a level of significance by requiring 10 percent of the construction fleet to be retrofitted and/or repowered to emit lower emissions and using low-VOC coatings, but direct impacts would remain **significant and unmitigated**.

With implementation of the GPAs discussed in Chapter 1.0 and Subchapter 3.1, this alternative, like the Proposed Project, would be consistent with the Montecito Ranch SPA section of the RCP. Also similar to the Proposed Project, this alternative would be inconsistent with a condition in the Community Character Element and a policy of the Land Use Element of the RCP with regard to steep slopes, as the proposed water storage tank access road would cut into steep slopes. In addition, this alternative and the Proposed Project would not be in compliance with a policy in the Noise Element of the RCP or the Noise Element of the General Plan, with regard to noise impacts to two houses along the existing portion of Montecito Way. RPO analysis would be similar to the Proposed Project for all on-site elements. A very different analysis would result regarding County wetland areas located along the SA 330 extension south of Montecito Road. Details regarding compliance are outlined in the following discussion entitled “County-requested Evaluation of the SA 330 Extension,” which addresses compliance findings.

Impacts to biological resources would increase substantially due to the increased impacts of riparian scrub, cismontane alkali marsh, vernal swale/agriculture, Diegan coastal sage scrub, valley needlegrass grassland, and non-native grassland, as well as southern tarplant, jurisdictional waters and the Ramona Grasslands. This alternative also would impact the watershed of vernal pools adjacent to the proposed roadway alignment, and could potentially cause significant indirect and cumulative impacts to the vernal pools due to runoff.

With regard to cultural resources, this alternative would result in the same impacts, except that the Montecito Road Bridge would not be impacted. Currently unknown resources could be encountered during grading of the relocated SA 330 extension, similar to Ash Street and the existing segment of Montecito Way. Impacts to any unknown cultural resources could potentially be significant under both the Proposed Project and this alternative.

In terms of aesthetics, the proposed roadway would introduce a new, developed hardscape element into the area and would be visible from approximately 12 private residences located to the east. Construction of this element, however, would neither substantially alter the visual character nor degrade the unity of the visual environment.

In conclusion, this alternative would meet the transportation/circulation-related objectives listed for the Proposed Project. This alternative would result in impacts similar to the Proposed Project with respect to air quality, transportation/circulation, land use, cultural resources, and noise, as described above.

The alternative was rejected based on impacts to sensitive biological resources, including the Ramona Grasslands and associated vernal pools.

County-requested Evaluation of the SA 330 Extension

Although, as noted above, extension of SA 330 between Montecito Road and Main Street (SR 67) rather than widening Montecito Road was rejected as a Proposed Project design element due to greater impacts under CEQA, the information below is provided in order to allow the County to move forward with implementation of relocated SA 330, if necessary at a future date. The following discussion provides a level of project description and impact analysis adequate for public disclosure under CEQA and to support decision-makers in future evaluation of extension approval or denial.

SA 330 would be extended southerly from Montecito Road to SR 67, as shown in Figures 5-9 and 5-10a through d. The SA 330 extension would be constructed as a rural light collector within a 60-foot-wide right-of-way. The right-of-way would include two 14-foot-wide vehicle lanes and two 6-foot-wide bicycle lanes (one vehicle lane and one bike lane traveling in each direction) (Figure 5-11). An eight-foot-wide native soil multi-purpose trail would extend along the western side of the roadway within the remaining right-of-way. The roadway segment would require the construction of two 52-foot-wide bridges over the 100-year floodways of Santa Maria Creek and Etcheverry Creek. The northern bridge (across Santa Maria Creek) would be approximately 630 feet long with a maximum height of approximately 18 feet above the creek bed (Figure 5-12) and the southern bridge (across Etcheverry Creek) would be approximately 500 feet long with a maximum height of approximately 14 feet above the creek bed (Figure 5-13). The bridges would be paved to a width of 40 feet to accommodate two 14-foot-wide travel lanes and two 6-foot-wide bicycle lanes (one on each side of the road) (Figure 5-14). A 10-foot-wide concrete pathway would be constructed on the western sides of the bridges. For other minor drainage crossings, culverts would be installed. The extension of Montecito Way also would include the construction of a new intersection approximately 0.2 mile southwest of the intersection of SR 67/Hope Street and 0.7 mile northeast of the intersection of SR 67/Highland Valley Road/Dye Road (Figures 5-15 and 5-16).

Analysis of Effects Associated With SA 330 Extension

Transportation/Circulation

The following analysis assumes implementation of the proposed Montecito Ranch Project, with all proposed improvements to Ash Street and Montecito Way north of Montecito Road, and construction of Montecito Ranch Road.

Table 5-3 summarizes street segment levels of service under Existing conditions. Tables 5-6 and 5-7 summarize levels of service under Year 2010 conditions and Tables 5-8 and 5-9 summarize levels of service under Year 2030 conditions. As shown in the tables, significant impacts would occur in 2010 and 2030 along Pine Street/10th Street between Haverford Road and H Street and along Main Street between 3rd Street and Poway Road, as well as at the intersections of Ash Street/Pine Street, Pine Street/Main Street, Main Street/relocated SA 330, SR 67/Highland Valley Road/Dye Road, and SR 67/Archie Moore Road. (**Significant Impact Nos. SA 330 T-1 through 7, respectively**)

In addition to mitigation required under the Proposed Project, the following mitigation measure would be required:

Mitigation for Significant Impact No. SA 330 T-5. The County shall widen and restripe Main Street to provide dedicated turn lanes and install a three-way traffic signal at the intersection of Main Street/proposed Montecito Way to the satisfaction of the Director of DPW.

While impacts to the intersections (Significant Impact Nos. SA 330 T-3 through 7) would be mitigated below a level of significance, impacts to road segments along Pine Street/10th Street and Main Street would remain **significant and unmitigated**.

Air Quality

The construction of the relocated SA 330 extension would **not result in a significant impact** associated with VOC, CO, NO_x, SO_x, PM₁₀, and PM_{2.5} emissions.

The intersection of Main Street/proposed SA 330 was analyzed for CO hot spots following implementation of Montecito Ranch. During the AM peak period, the predicted CO concentration would be 7.3 and during the PM peak period, the concentration would be 7.4, neither of which exceeds the CO standard. Predicted CO concentration under 2030 conditions would be less. Therefore, this alternative would not cause or contribute to a violation of an air quality standard and impacts would be **less than significant**.

Roadway construction would result in CO₂ and other greenhouse gas (GHG) emissions. Emissions from vehicles utilizing the roadway would not be under control of the County. Because construction of relocated SA 330 would not result in an increased number of vehicles or houses, however, but would provide a more efficient route for existing and planned vehicle movements, adverse impacts overall associated with emissions are not expected. However, vehicle emissions are regulated by standards currently being required and implemented at the state level, and are not strictly under County control. Impacts associated with GHG emissions would be **less than significant**.

No significant air quality impacts are identified and no mitigation would be required for air quality impacts associated with construction of the relocated SA 330 extension south of Montecito Road.

Land Use

The extension of relocated SA 330 would require a GPA for the relocation of SA 330 between Montecito Road and Main Street. It is assumed that this GPA, which is being proposed as part of the Montecito Ranch Project, will already be in place by the time implementation of this segment of SA 330 would be required. Assuming GPA completion for relocation, the extension of relocated SA 330 would be consistent with conditions and policies in the RCP and General Plan.

RPO Compliance. The following is a discussion of RPO compliance with regard to the extension of the relocated SA 330.

Steep Slopes. No RPO slopes occur along the relocated SA 330 extension alignment.

Sensitive Habitat Lands. All potential direct and indirect impacts to sensitive lands along the relocated SA 330 extension would be mitigated to below a level of significance according to County regulations (refer to Biological Resources, below, for mitigation).

Wetlands. The alignment for the relocated SA 330 extension would cross Santa Maria Creek, Etcheverry Creek, and an unnamed tributary (all of which contain RPO wetlands). The SA 330 extension would meet the permitted use criteria for allowed impacts to RPO wetlands, per Section 86.604(a)(5) of the RPO. The following findings, as required by the RPO, can be made:

- aa. *There is no feasible alternative that avoids the wetland.* The construction of the SA 330 extension would require the crossing of Santa Maria Creek, Etcheverry Creek, and an unnamed

tributary. The roadway alignment was designed to avoid direct impacts to vernal pools and to bridge the two creeks at their narrowest points. Moving the alignment further east would impact existing residential neighborhoods and is infeasible due to the number of homes that would be affected. Moving the alignment west onto the Ramona Airport property and on Cumming Ranch could adversely affect long-term airport plans/operations and would extend further into sensitive biological resource areas, resulting in increased biological resource impacts. Given that the relocated SA 330 extension alignment would minimize impacts to habitats and avoid direct impacts to significant resources such as vernal pools, and given that the lands surrounding the alignment are more biologically sensitive and encumbered by existing development, there is no feasible less environmentally damaging alignment for the roadway extension.

- bb. *The crossings are limited to the minimum number feasible.* The relocated SA 330 extension alignment has been designed to cross Santa Maria Creek and Etcheverry Creek at their narrowest points, which contain the least amount of vegetation. There is no feasible alignment that would cross fewer than three drainages containing wetland habitat.
- cc. *The crossings are located and designed in such a way as to cause the least impact to environmental resources, minimize impacts to sensitive species and prevent barriers to wildlife movement (e.g., crossing widths shall be the minimum feasible and wetlands shall be bridged where feasible).* The extension of relocated SA 330 has been designed to avoid the most sensitive riparian areas in the vicinity. Crossings would occur at the narrowest points of the drainages with the least amount of vegetation, thereby reducing impacts to wildlife habitat. All impacts would be mitigated so that no net loss of wetlands would occur (1:1 creation ratio). Approximately 50 to 100 individuals of southern tarplant were observed within the extension alignment. These individuals are part of a population that includes approximately 10,000 plants. Construction of the roadway would directly impact one percent or less of this total population of southern tarplant, and impacts to this sensitive species would not be significant, as discussed below under Biological Resources. With regard to wildlife movement, the final bridge design has yet to be developed; conceptual cross sections are shown on Figures 5-12 and 5-13. Maximum bridge heights over the creek beds are expected to vary between 14 and 18 feet. Large mammals, such as deer, require a minimum height of six feet to adequately allow movement. Therefore, the conceptual bridge designs would not impede wildlife movement through the area.
- dd. *The least damaging construction methods are utilized (e.g., staging areas shall be located outside of sensitive areas, work shall not be performed during the sensitive avian breeding season, noise attenuation measures shall be included and hours of operation shall be limited so as to comply with all applicable ordinances and to avoid impacts to sensitive resources).* Construction methods, including staging areas and hours of operation, would be finalized once implementation is confirmed and the bridge designs are completed. At a minimum, construction would not occur during sensitive bird breeding seasons, the limits of work would be flagged, and construction would be monitored by a qualified biologist. Staging areas would avoid sensitive areas and construction hours would comply with the County Noise Ordinance.
- ee. *The applicant shall prepare an analysis of whether the crossing could feasibly serve adjoining properties and thereby result in minimizing the number of additional crossings required by adjacent development.*

The areas adjacent to relocated SA 330 alignment are either built out or planned for preservation. Therefore, it is unlikely that additional roadways would be constructed in the area, and it would not be necessary to cross the creeks in multiple locations. The SA 330 extension would be part of the Circulation Element roadway system and would be utilized by the entire community.

- ff. *There must be no net loss of wetland and any impacts to wetlands shall be mitigated at 3:1 (this shall include a minimum 1:1 creation component, while restoration/enhancement of existing wetlands may be used to make up the remaining requirements for a total 3:1 ratio).* The extension of relocated SA 330 would not result in a net loss of wetland habitat.

Wetland Buffers. The relocated SA 330 extension alignment meets the permitted use criteria for allowed impacts to RPO wetland buffers, per Section 86.604(b) of the RPO and conforms to the findings as discussed above under the wetlands discussion.

Floodways. The relocated SA 330 extension would meet the permitted use criteria for allowed impacts to RPO floodways, per Section 86.604(c) of the RPO. In addition, the following findings required by the RPO can be made:

1. *Concrete or riprap flood control channels are allowed only where findings are made that completion of the channel is necessary to protect existing buildings from a current flooding problem. Buildings constructed after the enactment of this Ordinance shall not be the basis for permitting such channels.* Construction of the relocated SA 330 extension would not include flood control channels.
2. *Modification will not unduly accelerate the velocity of water so as to create a condition which would increase erosion (and related downstream sedimentation) or would be detrimental to the health and safety of persons or property or adversely affect wetlands or riparian habitat.* The design of the creek crossings would include placement of support columns within the floodway; however, this would not result in undue downstream scour, erosion, sedimentation, or impoundment.
3. *In high velocity streams where it is necessary to protect existing houses and other structures, minimize stream scour, or avoid an increase in the transport of stream sediment to downstream wetlands and other environmentally sensitive habitat areas, grade control structures, and other erosion control techniques, including the use of riprap, that are designed to be compatible with the environmental setting of the river, may be permitted. The use of riprap shall be allowed only when there is no other less environmentally damaging alternative feasible.* Based on the current conceptual plans, riprap is not proposed. The support columns of the bridges would be assessed in the final design to ensure that significant increases in scouring and sediment transport downstream would not occur.

Floodplain Fringe. The relocated SA 330 extension would be constructed within floodplain fringe. As discussed above, the extension would be in conformance with RPO requirements. In addition, the following findings required by the RPO can be made:

1. *Fill shall be limited to that necessary to elevate the structure above the elevation of the floodway and to permit minimal functional use of the structure (e.g., fill for access ramps and drainage). If fill is placed in the floodplain fringe, the new bank of the creek shall be landscaped to blend with the natural vegetation of the stream and enhance the natural edge of the stream.* As mandated, fill would be limited to the

amount required to elevate SA 330 above the floodways associated with Santa Maria and Etcheverry creeks. Fill areas on either side of the bridges would be located in the floodways and would be vegetated with species similar to the surrounding area. This revegetation area would provide enhancement along the edges of the creeks.

2. *Any development below the elevation of the 100-year flood shall be capable of withstanding periodic flooding.* Development within the 100-year floodplain would be limited to pilasters and other support structures for the bridges structures along the SA 330 extension. These elements would be designed to withstand periodic flooding.
3. *The design of the development shall incorporate the findings and recommendation of a site-specific hydrologic study to assure that the development: (i) will not cause significant adverse water resource impacts related to quality or quantity of flow or increase in peak flow to downstream wetlands, lagoons and other sensitive habitat lands; and (ii) neither significantly increases nor contributes to downstream bank erosion and sedimentation of wetlands, lagoons, or other sensitive habitat lands.* No significant adverse effects to water quality or the quantity of flow related to Santa Maria and Etcheverry creeks would occur, as discussed under Hydrology/Water Quality, below. Potential impacts related to additional runoff generation from roadway construction are considered less than significant, due to the relatively small area involved, the nature and location of new impervious surfaces (i.e., relatively narrow widening zones along existing paved roads and new roadways in areas with extensive pervious surfaces), the incremental nature of associated additional runoff, and the fact that the design and construction of proposed roadway extension efforts would conform with County road standards (including any requirements for drainage facilities).
4. *Lot configurations shall be designed in such a manner as to minimize encroachment into the floodplain. The proposed development shall be set back from the floodway boundary a distance equal to 15 percent of the floodway width (but not to exceed 100 feet), in order to leave an appropriate buffer area adjacent to the floodway. The setback may be greater if required by Paragraph f.* No lots would be developed with structures; the only construction would be that of relocated SA 330 (a roadway). Therefore, this finding is not applicable.
5. *Where appropriate, flowage and/or open space easements shall be used to ensure future development will not occur in the floodplain.* No development would be associated with roadway extension, so this finding does not apply. Nonetheless, no development is proposed within the floodplain fringes surrounding the three drainages that the relocated SA 330 extension would cross. The areas adjacent to the alignment of the SA 330 extension are either built out or planned for preservation. Therefore, it is unlikely that additional abutting development would occur in the area in the future.
6. *In areas where the Director of Public Works has determined that the potential for erosion or sedimentation in the floodplain is significant, all proposed development shall be set back from the floodway so that it is outside the Erosion/Sedimentation Hazard Area shown on County floodplain maps. Development will only be allowed in the Erosion/Sedimentation Hazard Area when the Director of Public Works approves a special study demonstrating that adequate protection can be achieved in a manner that is compatible with the natural characteristics of the river.* Due to the length of the bridges over Santa Maria and Etcheverry creeks, some fill would be required in the form of support columns. No significant

impacts associated with erosion or sedimentation have been assessed, as discussed under Hydrology/Water Quality, below.

7. *If the subject floodplain fringe land also constitutes wetlands, wetland buffer areas, steep slope lands, sensitive habitat lands or significant prehistoric or historic site lands, the use restrictions herein applicable to such area shall also apply.* RPO conformance findings regarding sensitive habitat lands, wetlands, and wetland buffers are provided above. The extension of SA 330 would not impact steep slopes or known significant prehistoric or historic lands (see also discussion immediately following on Prehistoric or Historic Sites).

Prehistoric or Historic Sites. As discussed under Cultural Resources, below, no RPO-significant cultural resources sites were discovered along the relocated SA 330 extension. There is, however, a potential to encounter undiscovered and/or buried cultural resources that could require review for RPO-significance. If this were to occur, implementation of mitigation present below under Cultural Resources would reduce any potential impacts to significant sites to less than significant levels.

Land Use Compatibility. Existing land use designations along the relocated SA 330 extension alignment include (16) General Impact Industrial, (19) Intensive Agriculture, (21) Specific Planning Area (.25), and (22) Public/Semi-public; and are zoned as (A70) Limited Agriculture and (S88) Specific Planning Area. Construction of the roadway would not conflict with these land use and zoning designations, because none of them would preclude the construction of roadways. Accordingly, **no significant impacts** would occur.

Community character consistency is addressed under the Aesthetics analysis, below.

No mitigation measures would be required, as extension of SA 330 in this area would not result in significant land use impacts.

Biological Resources

Biological surveys relevant to potential SA 330 extension have been performed. REC (2008b) performed general surveys along the alignment for the SA 330 extension from Montecito Road to SR 67. Resource surveys through the Ramona Airport property and Cumming SPA were conducted by Mooney and Associates (2005) and Ecological Ventures California, Inc. (2005), respectively. Focused surveys for San Diego fairy shrimp, quino checkerspot butterfly, arroyo toad, coastal California gnatcatcher, Stephens' kangaroo rat, and sensitive plants were completed on large land blocks that incorporated the relocated SA 330 extension alignment. In 2006, REC updated the general wildlife and plant and sensitive plant surveys, as well as the wetland delineation, along the relocated alignment.

Habitats. Eight habitats totaling 14.82 acres occur within the relocated roadway footprint along the SA 330 extension, including 0.61 acre of riparian scrub, 0.18 acre of cismontane alkali marsh, 0.26 acre of vernal swale/agriculture, 0.23 acre of Diegan coastal sage scrub, 0.39 acre of valley needlegrass grassland, 10.66 acres of non-native grassland, and 2.49 acres of developed land (Figure 5-17 and Table 5-10). Impacts to sensitive habitats, including riparian scrub, cismontane alkali marsh, vernal swale/agriculture, Diegan coastal sage scrub, valley needlegrass grassland, and non-native grassland,

would result in a significant impact. (Significant Impact Nos. SA 330 BIO-1 through 6, respectively)

Jurisdictional Areas. The SA 330 extension alignment would cross Santa Maria Creek, Etcheverry Creek, and an unnamed tributary. The alignment includes Corps jurisdictional areas (1.05 acre of wetlands and 214 linear feet of Waters of the U.S.), CDFG jurisdictional areas (0.61 acre of wetlands and 141 linear feet), and County RPO wetlands addressed above (0.87 acre and 214 linear feet). The roadway extension would be in conformance with RPO wetland and wetland buffer requirements. Impacts to these jurisdictional areas would be significant. (Significant Impact No. SA 330 BIO-7)

Sensitive Plant Species. San Diego navarretia and San Diego tarplant were observed within or adjacent to the relocated alignment. These two species are discussed below.

San Diego Navarretia (Navarretia fossalis). This plant species is federally listed as threatened, is a County of San Diego sensitive plant species (Group A), and is considered rare by the CNPS (List 1B). San Diego navarretia was observed by EVC (2005) in a vernal pool adjacent to the relocated SA 330 extension on the Cumming SPA (Figure 5-17). This species was not observed during rare plant surveys conducted in 2006. San Diego navarretia **would not be directly impacted** during road construction.

Southern Tarplant (Centromadia parryi ssp. australis). Approximately 50 to 100 individuals of this species were observed within the relocated SA 330 alignment to the north of Etcheverry Creek during the 2006 rare plant surveys conducted by REC (Figure 5-17). These individuals are part of a large population that extends approximately 200 feet to the east of the proposed alignment and 1,000 feet to the west in a long linear stretch along the northern side of Etcheverry Creek. The entire population is comprised of more than 10,000 individuals. Construction of the relocated roadway extension would directly impact one percent or less of this population of southern tarplant. Impacts to this sensitive species would be **less than significant**, because the roadway construction impact would be less than 20 percent of the total population and would not be significant to the regional population. In addition, the impact site does not represent a core population of this species and this impact would not interfere with regional conservation goals for this species.

Sensitive Animal Species. San Diego fairy shrimp (*Branchinecta sandiegonensis*) and western spadefoot toad (*Spea hammondi*) were identified in the vernal pools adjacent to the SA 330 extension (Figure 5-17). The golden eagle (*Aquila chrysaetos canadensis*) has been observed at the Cumming SPA within the vicinity of the roadway alignment. These three species are discussed below.

San Diego Fairy Shrimp (Branchinecta sandiegonensis). The San Diego fairy shrimp is a federally listed endangered species and County Group I sensitive species. San Diego fairy shrimp are small aquatic crustaceans in the order Anostraca. They are restricted to vernal pools in coastal southern California. Of the seven vernal pools adjacent to the relocated SA 330 alignment, San Diego fairy shrimp were observed in two pools (Figure 5-17). The northernmost pool containing fairy shrimp (refer to Figure 5-17) contained juvenile fairy shrimp in 2001; however, no fairy shrimp were observed in this pool in 2003. Adult San Diego fairy shrimp were observed in the other vernal pool in 2003. This species **would not be impacted** during road construction.

Western Spadefoot Toad (Spea hammondi). The western spadefoot toad is a California Special Concern Species and County Group II sensitive species. This species is typically found in coastal sage scrub, chaparral, and grassland habitats, but is most common in grasslands with vernal pools. Western spadefoot toads were observed in the vernal pool complex adjacent to the relocated SA 330 alignment (Figure 5-17). This species **would not be impacted** during road construction.

Golden Eagle (Aquila chrysaetos canadensis). The golden eagle is a CDFG Fully Protected species and County Group I sensitive species. Approximately 500 breeding pairs are estimated to nest in California. Although golden eagles typically avoid developed areas, there are several records of golden eagle nesting sites within San Diego County in proximity to rural communities. Nesting sites within close proximity to the Project site include Bandy Canyon to the west, Iron Mountain to the south, Eagle Peak (Palomar Mountain) to the north, and Vulcan Mountain to the east. Golden eagles were seen perching near the top of the central hills and foraging in the central portion of Cumming Ranch near the relocated SA 330 alignment. This species **would not be impacted** during road construction.

Wildlife Corridors. The relocated SA 330 extension would occur in the easternmost portion of the proposed Cumming SPA open space area, which would separate only a small portion of the open space from the remaining area to the west of the proposed roadway. In addition, the land immediately east of the Cumming SPA open space is developed. The land to the east of the SA 330 alignment currently is developed with rural residences. The potential for wildlife movement to the east from Santa Maria Creek is very low. Although this roadway would traverse the open space, a bridge would be constructed over Santa Maria Creek, which would facilitate wildlife movement occurring within the Cumming SPA. Accordingly, the relocated SA 330 extension would not have a significant effect on wildlife movement. A bridge also would be constructed over Etcheverry Creek to allow continued movement of small- and medium-sized animals through the region. Direct impacts to wildlife corridors would be **less than significant**.

Indirect Impacts. The alignment for the relocated SA 330 extension would cross four Waters of the U.S. drainages and 0.61 acre of riparian scrub habitat. Although bridges are planned to span the creeks, indirect impacts due to shading would occur. These impacts are conservatively accounted for under direct impacts to habitats (see above) and would be considered significant. (**Significant Impact Nos. SA 330 BIO-1 and 7**)

The relocated roadway alignment would avoid direct impacts to the vernal pools within the Ramona Airport property and Cumming SPA. Although the pools have been avoided, approximately 0.26 acre (2.5 percent) of one watershed supporting eight vernal pools would be impacted, potentially affecting the quantity and quality of water reaching the pools. In addition, the presence of a public road and potential public access to the vernal pool preserve area may create indirect impacts from trespassing, stormwater runoff, and debris. These impacts would be significant. (**Significant Impact No. SA 330 BIO-8**)

The relocated SA 330 alignment may result in indirect impacts to a population of San Diego navarretia on the Cumming SPA due to trespassing, change in water flow from the paved surface, and debris from the roadway. These potential impacts would be significant. (**Significant Impact No. SA 330 BIO-9**)

As previously stated, San Diego fairy shrimp and western spadefoot toad have been identified within the vernal pool complex adjacent to the SA 330 extension alignment. Potentially significant indirect impacts to these species may include siltation of the pools due to runoff from the roadway, trampling due to trespassing, and illegal dumping. (**Significant Impact Nos. SA 330 BIO-10 and 11, respectively**)

As discussed above, golden eagles have been observed foraging and perching within the Cumming SPA adjacent to the relocated SA 330 alignment. No nesting eagles have been observed in this area. The closest known nesting golden eagles are located approximately six miles to the west in Bandy Canyon. The proposed roadway, while removing some foraging area for this species, is **not expected to have a significant impact** on the overall conservation of this species.

North County MSCP Subarea Plan. It is likely that construction of the relocated SA 330 extension would be approved after the adoption of the North County MSCP Subarea Plan. Therefore, the extension would be required to make findings of conformance to the Subarea Plan. The area has been mapped on the North County Subarea Plan Habitat Evaluation Map as having high and very high value for habitat preservation. A hardline approval would be required prior to construction of the roadway.

Implementation of the recent and foreseeable projects discussed above would result in a permanent loss of approximately 288.54 acres of coastal sage scrub, 37.62 acres of oak woodlands, 786.94 acres of chaparral, 509.38 acres of non-native grassland, 8.61 acres of riparian habitat, and 14.54 acres of other wetlands in the Ramona area (REC 2008b; Appendix E of the Montecito Ranch EIR). The collective loss of small amounts of coastal sage scrub would not be considered cumulatively substantial and would be **less than significant**. The collective loss of 509 acres (representing approximately eight percent) of the non-native grassland regionally would not be considered cumulatively substantial, as impacts to this vegetation community in Ramona are primarily occurring within in-fill parcels surrounded by development or along the fringes of large contiguous patches of this habitat community. Development of small patches of vegetation along the fringes of these habitat communities results in minimization of edge effects and the preservation of large, contiguous patches of habitat.

Federal, State, and County policies require that projects achieve a “no net loss” of wetland vegetation communities, including riparian scrub, cismontane alkali marsh, and vernal swale/agriculture. The extension of SA 330 project would mitigate its impacts to these habitats at a 3:1 ratio, including a minimum 1:1 creation ratio, resulting in no net loss of wetland habitat. The other cumulative projects resulting in impacts to riparian scrub, cismontane alkali marsh, and vernal swale/agriculture, and other wetlands also would be required to comply with the no-net-loss policy. Therefore, the cumulative impact to these habitat types would be **less than significant**.

Several of the projects considered in this analysis have impacted or likely would impact vernal pools. The Ramona Airport Improvement Project and the Olive Peirce Middle School and Ramona High School reconstruction and expansion include plans to implement vernal pool enhancement and management programs to mitigate impacts to vernal pools. Because of the rare status of vernal pools within the County and the even more rare status of Ramona vernal pools, any direct impact would be considered significant at the project and at the cumulative level. Implementation of the SA 330 extension could result in significant indirect impacts, as discussed above, with the potential to

contribute to significant cumulative impacts to vernal pools. (Significant Impact No. SA 330 BIO-12)

Southern tarplant is an annual plant that occurs throughout the Ramona Grasslands. Populations of this species within this area expand and contract in size based on weather patterns and/or mechanical soil alteration. In addition, the populations identified throughout the grasslands are continually affected by grazing and spray fields in the area. Known populations occur along the proposed extension of SA 330 and within the Montecito Ranch SPA, Ramona Airport, Oak Country Estates SPA, and Cumming Ranch SPA, as well as numerous smaller undeveloped parcels that currently are not processing any development projects. Because: (1) much of the Ramona Grasslands has already been preserved and continues to be a high priority for the County to preserve, (2) the ability of southern tarplant to regenerate after disturbance, and (3) the mitigation required for the above projects; significant regional/cumulative impacts to this species are not expected to occur. Accordingly, the extension of SA 330 would not contribute to a significant cumulative impact.

In summary, the relocated SA 330 extension would significantly impact sensitive habitats and animal species through direct loss and could cause significant indirect impacts as well. The existing acreages, acres of impact, mitigation ratios, and mitigation required for direct impacts are listed in Table 5-10 and specified below.

Mitigation for Significant Impact No. SA 330 BIO-1. Direct impacts to 0.61 acre of riparian scrub shall be mitigated at a 3:1 ratio through the creation of 0.61 acre (1:1 ratio) of riparian scrub and the preservation of 1.22 acres of riparian scrub, for a total of 1.83 acres. Mitigation shall occur within an approved mitigation bank or area approved by the Director of DPLU.

Mitigation for Significant Impact No. SA 330 BIO-2. Direct impacts to 0.18 acre of cismontane alkali marsh shall be mitigated at a 3:1 ratio through the creation of 0.18 acre (1:1 ratio) of cismontane alkali marsh and the preservation of 0.36 acre of cismontane alkali marsh, for a total of 0.54 acre. Mitigation shall occur within an approved mitigation bank or area approved by the Director of DPLU.

Mitigation for Significant Impact No. SA 330 BIO-3. Direct impacts to 0.26 acre of vernal swale/agriculture shall be mitigated at a 3:1 ratio through the creation of 0.26 acre (1:1 ratio) of vernal swale/agriculture and the preservation of 0.52 acre of vernal swale/agriculture, for a total of 0.78 acre. Mitigation shall occur within an approved mitigation bank or area approved by the Director of DPLU.

Mitigation for Significant Impact No. SA 330 BIO-4. Direct impacts to 0.23 acre of Diegan coastal sage scrub shall be mitigated at a 2:1 ratio through the preservation of 0.46 acre of Diegan coastal sage scrub. Mitigation shall occur within an approved mitigation bank or area approved by the Director of DPLU.

Mitigation for Significant Impact No. SA 330 BIO-5. Direct impacts to 0.39 acre of valley needlegrass grassland shall be mitigated at a 1:1 ratio through the preservation of 1.17 acres of valley needlegrass grassland. Mitigation shall occur within an approved mitigation bank or area approved by the Director of DPLU.

Mitigation for Significant Impact No. SA 330 BIO-6. Direct impacts to 10.66 acres of non-native grassland shall be mitigated at a 1:1 ratio through the preservation of 10.66 acres of non-native grassland. Mitigation shall occur within an approved mitigation bank or area approved by the Director of DPLU.

Mitigation for Significant Impact No. SA 330 BIO-7. Direct impacts to jurisdictional Waters of the U.S. (214 linear feet) shall be mitigated by the preservation of 214 linear feet of Waters of the U.S.. Mitigation shall occur within an approved mitigation bank or area approved by the Director of DPLU.

Mitigation for Significant Impact Nos. SA 330 BIO-8 through 12. To ensure that indirect and cumulative impacts do not occur to off-alignment vernal pools, the following requirements will be added to the grading plans:

- The limits of the vernal pools and watershed will be clearly staked prior to brushing or clearing of the alignment for the SA 330 extension.
- The limits of the vernal pools and watershed will be fenced with silt fence. The silt fence will be maintained such that it is visible to construction traffic at all times. The fence will not be removed unless authorized by the monitoring biologist.
- Any construction activity near the vernal pool complex will be monitored by a qualified biologist. Weekly monitoring reports will be submitted to the construction foreman. If impacts occur to any vernal pool or watershed of a vernal pool (other than the reported impact to 0.26 acre of one watershed), County DPLU will be notified within 24 hours.
- The population of San Diego navarretia adjacent to the alignment of the proposed SA 330 extension shall be flagged to prevent construction encroachment.
- The SWMP for the relocated SA 330 alignment shall incorporate measures to prevent discharge of contaminated runoff from the proposed roadways into the vernal pools or their watershed, and the population San Diego navarretia adjacent to the alignment.

Noise

Appendix Q of this EIR provides noise modeling for the relocated SA 330 extension. Along the extension, noise levels of 56.4 dB(A) CNEL under current conditions and with Montecito Ranch traffic could be generated at 100 feet from centerline. Residences would be a minimum of approximately 230 feet from the centerline of the roadway extension along the alignment, with the exception of two houses that are located approximately 180 feet from the roadway's centerline. These two homes are located north of the proposed intersection of SR 67/SA 330. Impacts to these homes would be less than significant. Other existing land uses located along the proposed extension include the Ramona Airport and agricultural land, which are not sensitive noise receptors. Therefore, no existing noise sensitive land uses would be exposed to noise levels exceeding the County standard of 60 dB CNEL along the relocated SA 330 extension and noise impacts would be **less than significant**.

It also is not anticipated that noise sensitive land uses would be exposed to noise levels exceeding the County standard of 60 dB CNEL along the relocated SA 330 extension for cumulative conditions. Planned land uses in this area include airport industrial/commercial and biological preserve. The road would extend along the edges of the future airport-related uses and would allow for basic noise mitigation planning in conjunction with future airport development. To anticipate such development

at this time would be speculative; however, the construction of SA 330, a Circulation Element road, would not preclude future development along this road. Although the traffic noise increment would be substantial, the roadway-related impact would be **less than significant**.

No mitigation would be required for construction of the relocated SA 330 extension, as all noise impacts would be less than significant.

Cultural Resources

The alignment of the relocated extension of SA 330 was surveyed in June and July 2005, except within the Ramona Airport property, which was not accessible. The portion of the alignment within the Ramona Airport property was surveyed for the Ramona Airport Master Plan. No cultural resources were recorded within the proposed roadway alignment across the Ramona Airport property (KEA Environmental 1998b). Two isolated historical concrete ranch features were discovered during the 2005 surveys just outside of the proposed alignment of the relocated SA 330 extension on the north and south sides of Santa Maria Creek. The features do not represent significant historical resources as defined by CEQA or RPO. Not all potential impact areas could be directly inspected along the extension alignment, however, due to dense vegetation.

Given the: (1) presence of archaeological and historic resources in the vicinity, (2) lack of visibility in the area for the surveyed alignment of the relocated SA 330 extension, and (3) extensive stream activity and alluvial deposition that has occurred around Santa Maria and Etcheverry creeks (resulting in a potential for buried sites), currently unknown resources could be encountered during road grading. Impacts to any unknown cultural resources potentially could be significant. (**Significant Impact No. SA 330 C-1**)

Regionally, seven projects currently anticipated would result in significant cultural resources impacts unless mitigation is incorporated and seven additional project sites could result in potentially significant impacts to cultural resources. Anticipated impacts to these cultural resources located within the cumulative projects' boundaries would be mitigated by the placement of significant cultural sites within protected open space easements, data recovery, curation of recovered artifacts, and monitoring during grading. Future development within Ramona overall would be subject to similar analysis and mitigation requirements pursuant to CEQA and RPO. Based on the compliance of related projects and proposed SA 330 relocation with CEQA and RPO, and implementation of the mitigation measure presented below, the extension of relocated SA 330 would **not result in a significant contribution** toward cumulative cultural resources impacts.

Mitigation for Significant Impact No. SA 330 C-1: Direct impacts to buried, previously unrecorded, cultural resources would be mitigated through the execution of a grading monitoring program. The program would include the following requirements:

- A qualified cultural resource monitor shall be present during grading for roadway construction, including in the vicinity of previously recorded sites and where surface visibility was poor during the survey to prevent impacts to any unknown resources (including buried resources).
- In the event that previously unidentified potentially significant cultural resources are discovered, the Project Archaeologist shall have the authority to divert or temporarily halt

ground disturbance operations in the area of discovery to allow evaluation of potentially significant cultural resources. The Project Archaeologist shall contact the County Archaeologist at the time of discovery. The Project Archaeologist, in consultation with the County Archaeologist, shall determine the significance of the discovered resources. The County Archaeologist must concur with the evaluation before construction activities will be allowed to resume in the affected area. For significant cultural resources, a Research Design and Data Recovery Program to mitigate impacts shall be prepared by the consulting archaeologist and approved by the County Archaeologist, then carried out using professional archaeological methods.

- If any human bones are discovered, the Principal Investigator shall contact the County Coroner. In the event that the remains are determined to be of Native American origin, the Most Likely Descendant, as identified by the Native American Heritage Commission (NAHC), shall be contacted in order to determine proper treatment and disposition of the remains. The Principal Investigator shall follow up with the County Coroner and NAHC to ensure that these steps have been completed.
- Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Principal Investigator shall determine the amount of material to be recovered for an adequate artifact sample for analysis.
- In the event that previously unidentified cultural resources are discovered, all cultural material collected during the grading monitoring program shall be processed and curated according to current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility within San Diego County, to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.
- In the event that previously unidentified cultural resources are discovered, a report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be completed and submitted to the satisfaction of the DPLU Director prior to the issuance of any building permits. The report will include Department of Parks and Recreation Primary and Archaeological Site forms.
- In the event that no cultural resources are discovered, a brief letter to that effect shall be sent to DPLU by the Project Archaeologist stating that the grading monitoring activities have been completed and were negative.

Aesthetics

The location and view orientation of each photograph used in this analysis are shown on the Photograph Key Map (Figure 5-18). Figure 5-19 (key view 34) shows a southerly view from the terminus of Montecito Way at its intersection with Montecito Road. The alignment of the relocated SA 330 would extend southerly from this point. Relatively level undeveloped land within the boundaries of Ramona Airport is seen in the fore- and mid-ground, and a segment of Ramona Airport Road can be seen in the left portion of the photograph. Key view 35 (Figure 5-19) is looking south at Ramona Airport Road toward the alignment of SA 330. Undeveloped land with rolling topography and large rock outcrops are pictured in the fore- and mid-ground, and riparian vegetation along Santa

Maria Creek can be seen in the background. Key view 36 (Figure 5-19) depicts a southwesterly view along the relocated SA 330 alignment, immediately south of Santa Maria Creek. Undeveloped land is pictured in the foreground; pastureland, agricultural land (oat hay farming) and vegetation along Etcheverry Creek are shown in the mid-ground; and rural hillside residential development and Mount Woodson are visible in the background. Key view 37 (Figure 5-19) shows a northwesterly view from Main Street, where the extension would connect with Main Street. This view consists of undeveloped land and vegetation along Santa Maria and Etcheverry creeks, as well as agricultural land (oat hay farming). Structures at Ramona Airport can be seen in the far distance against the backdrop of the ridgeline. Figure 5-20 (key view 38) shows a southwesterly view along Main Street where the SA 330 would intersect with Main Street. A two-lane highway is pictured with overhead utility lines on the south side (left portion of photograph) of Main Street and shrubs on the north side (right-hand portion) of Main Street.

As described above, this new segment of SA 330 would consist of a 40-foot-wide pavement width within a 60-foot-wide right-of-way, and would include two 14-foot-wide travel lanes with a 6-foot-wide bicycle lane on each side of the road (Figure 5-11). The edge of the pavement would be finished with curbs and gutters or asphalt concrete berms. An eight-foot-wide multi-purpose trail within the remaining right-of-way would be located on the west side of the road. Relocated SA 330 would traverse undeveloped land within Ramona Airport property (outside of the Runway Protection Zone), undeveloped and farmed land (oat hay) within the Cumming SPA, and two other undeveloped privately owned parcels. The roadway would cross over Santa Maria and Etcheverry creeks with two proposed 52-foot-wide bridge structures. The northernmost bridge would span approximately 630 feet over Santa Maria Creek and would reach a maximum height of approximately 14 feet above the creek bed. The southernmost bridge would span approximately 500 feet across Etcheverry Creek at an estimated maximum height of 18 feet above the creek bed. This roadway segment would carry an estimated 2,472 ADT.

The extension of relocated SA 330 would require improvements at the intersection of Montecito Way/Montecito Road to accommodate the roadway's proposed intersection configurations (i.e., expansion of rights-of-way and pavement, re-striping, and signalization). The existing (2008) Montecito Road right-of-way width is 55 feet east of Montecito Way and would be expanded to a maximum width of 71 feet for a distance of 550 feet east of the intersection. Montecito Road's existing right-of-way to the west of Montecito Way is 60 feet wide and would be expanded to a maximum of 76 feet wide for a distance of 600 feet west of the intersection. Right-of-way acquisition would be required along the north side of Montecito Road to the west or east of Montecito Way. This area consists of agricultural land (oat hay) and an equestrian facility, a portion of which would be converted to road right-of-way. The resulting change in the visual environment would not substantially alter existing land uses or the corresponding visual landscape of the area. The agricultural land and equestrian facility to be impacted comprise a small portion of a larger agricultural field and equestrian facility. Conversion of a strip adjacent to an existing roadway, while retaining a large contiguous portion of the existing agricultural land and the equestrian facility, would not disrupt the unity of the visual environment. Signalization of the Montecito Way/Montecito Road intersection also may be provided if it is warranted and approved by the County Engineer. Impacts may be less than those stated. Assuming that the Montecito Ranch Project has already been implemented, the Montecito Road right-of-way would already have been expanded from 55 to 66 feet in the area east of the intersection. Visual impacts would be adverse, but **less than significant**.

Construction of the new roadway segment of SA 330 would not affect any scenic resources along the roadway alignment that contribute to the compositional harmony of the visual environment. The relocated alignment of SA 330 has been designed to avoid vernal pools, large rock outcrops and the floodway of Santa Maria and Etcheverry creeks. As discussed above, two bridges would be constructed over Santa Maria and Etcheverry creeks. Bridge design would consist of a basic overcrossing and would not incorporate any design features or treatments that would create a dominant or highly contrasting element within the visual landscape. As described above, the proposed bridges would maintain a relatively low visual profile. The resulting change would not substantially disrupt the visual continuity of the visual environment. **No significant visual impacts** would occur.

The roadway would introduce a new, developed hardscape element into the visual landscape of the area and would be visible from approximately 12 private residences located to the east along Sawday Street, as well as users of Ramona Airport. Construction of this element, however, would not substantially alter the visual character nor degrade the unity of the visual environment. The roadway alignment is adjacent to the western boundary of the developed Ramona Town Center and would connect existing developed areas. Industrial and commercial land uses, including a wastewater treatment facility, Ramona Airport, and a commercial nursery, also are located adjacent to the roadway alignment. Construction of a roadway adjoining the urban limit line, traversing along developed industrial, commercial and residential uses, and connecting developed areas would create for the viewer the perspective of a seamless extension of existing development. The roadway would be constructed as a two-lane rural light collector with no medians, sidewalks, or other design features, consistent with the rural nature of the visual environment. Viewers from these 12 residences may observe portions of paved roadway or vehicles traveling along the roadway, but no distinctive or dominant elements would be visible. Views beyond the roadway of undeveloped and agricultural land and distant/horizon views of ridgelines and local hills would remain. Thus, the roadway would not interrupt continuity of these expansive views. **No significant visual impacts** would occur.

This roadway extension would create a reconfigured intersection at Montecito Road/Montecito Way (i.e., addition of the south leg, re-striping and possibly a traffic signal). Portions of the improved roadway and the reconfigured intersection would be visible to travelers along the western extent of Montecito Road. Implementation of these roadway improvements would result in a change in the existing visual environment along the Montecito Road viewshed; however, for the reasons discussed above, these roadway improvements would **not result in any significant long-term visual effects** on the Montecito Road viewshed.

A new intersection would be constructed where the relocated SA 330 extension would connect to Main Street. Landscape components consist of Main Street and large open space areas/fields extending north and south of the highway, which provide visual continuity. This intersection would require expanding the right-of-way and re-striping along this portion of Main Street. The existing 60-foot-wide right-of-way along this segment would be expanded to a maximum of 74 feet wide. Right-of-way acquisition would be required on both sides of Main Street to accommodate the proposed intersection configuration. Affected areas would include portions of an undeveloped field and undeveloped land on the south side of Main Street, and portions of an undeveloped field associated with a residential/commercial use, undeveloped land and a side yard of a residential use on the north side of Main Street. Fencing, driveways, utility poles, overhead utility lines and a fire hydrant also may be affected. The conversion of these mostly undeveloped linear areas to hardscape road right-of-way adjacent to an existing roadway would not disrupt the overall visual unity, as they comprise

slivers of their larger use. Construction of the intersection improvements would allow the existing visual nature of these adjacent areas to remain. Road widening would not result in the addition of any dominant or contrasting visual elements. The addition of roadway pavement to an existing paved highway would be visually consistent with existing landscape components. Thus, acquisition of the right-of-way would not substantially alter the existing visual environment such that the unity of the existing visual environment would be degraded. A traffic signal also would be installed at this intersection. Provision of a stoplight would not introduce an inconsistent visual element into the visual environment, because several other stoplights and other similar vertical elements, such as utility poles, overhead utility lines, and signs, are located along the Main Street corridor. **No significant visual impacts** would occur to the Main Street viewshed.

To assess cumulative visual effects, the cumulative projects list for the Montecito Ranch Project was reviewed. A total of 22 projects was included in the analysis. These projects consist of 16 minor subdivisions (including lot splits), a condo conversion of existing industrial and commercial lots, increase in the size of a ranch, a church and associated parking lot, two airport projects, and Montecito Ranch (which includes 417 residential units, two parks, and a charter school site). The only cumulative project incorporating road elements is Montecito Ranch, which includes improvements to three roadway segments and six intersections, all currently existing. No significant cumulative impacts related to new roadways/roadway extension are identified. Because relocated SA 330 would be limited in extent (less than two miles), the land adjacent to the relocated alignment has been disturbed by agricultural activities, and only 12 private residences have views of the alignment, and no cumulative impact related to roadway construction was identified, relocated SA 330 extension would **not contribute to significant cumulative impacts**.

No mitigation measures would be required, as no significant visual impacts would occur.

Hydrology/Water Quality

The construction of the relocated SA 330 from Montecito Road to SR 67 would result in approximately 7.8 acres of new impervious road surface. Potential impacts related to additional runoff generation from this improvement are considered **less than significant**, due to the relatively small area involved, the nature and location of new impervious surfaces (i.e., relatively narrow widening zones along a new roadway in an area with extensive pervious surfaces), the incremental nature of associated additional runoff, and the fact that the design and construction of roadway extension would conform with County road standards (including any requirements for drainage facilities). Appendix Q of this EIR provides hydrology data for the relocated SA 330 extension.

Portions of the relocated extension of SA 330 are within mapped 100-year floodplains associated with Santa Maria Creek and a related tributary drainage (Etcheverry Creek), as described above in the discussion of RPO conformance under Land Use. The described portions of the extension within mapped 100-year floodplains would be designed to avoid associated flooding impacts, through measures such as elevating applicable roadway segments and using bridges for drainage crossings. **No significant impacts** would occur.

Construction of the relocated SA 330 extension would involve the use and/or storage of hazardous materials such as fuels, lubricants, solvents, concrete, paint, and portable septic system wastes. The accidental discharge of such materials during construction could result in significant impacts to surface

water quality if such materials reach downstream receiving waters, particularly materials such as petroleum compounds, which are potentially toxic to aquatic species in low concentrations.

Implementation of BMPs, including the following, would reduce impacts associated with implementation of the relocated SA 330 extension to **less than significant** levels:

- Bridge structures would be used for applicable roadway/drainage crossings to avoid/minimize impacts within the drainages.
- Petroleum products including oils, fuels, diesel oil, kerosene, lubricants, solvents, and asphalt paving would be stored in weather resistant sheds where possible, with storage areas lined with a double layer of plastic sheeting and equipped with impervious perimeter barriers providing 110 percent containment capacity for stored materials. Stored petroleum products would be clearly labeled, with tanks kept off the ground surface and all storage facilities regularly monitored for leaks and repaired as necessary.
- All construction vehicle and equipment fueling and maintenance activities would be confined to designated areas with impermeable liners and containment structures, and would employ applicable measures to minimize spills such as automatic shut-off nozzles and vapor recovery equipment.
- Spill response materials would be kept in a convenient location on site to facilitate timely response and cleanup. Specific materials and methods would include clean dry rags for small spills; containment and use of dry absorbents for medium spills; and containment, use of dry absorbents, temporary plugging of drain inlets and agency notification for large spills. Regulatory agency telephone numbers and a summary guide of clean-up procedures (as identified in the SWPPP) would be posted in a conspicuous location at or near the job site trailer.
- Paving operations would be restricted during inclement weather and would include the use of sediment controls. Washouts of paving vehicles and equipment would be limited to designated and properly designed areas, and all paving wastes would be properly contained and disposed.
- Construction-related trash and septic wastes would be contained in approved locations/facilities, with regular disposal at approved locations.
- All BMPs would be regularly monitored and properly maintained to ensure proper working order, and non-visible pollutant monitoring/testing would be implemented as described in SWRCB Resolution 2001-046 (Order 99-8-DWQ) and the Project SWPPP. Specifically, such monitoring/testing would include scheduled monitoring to observe and document potential spills, collection and field/laboratory testing of water samples in appropriate locations, and preparation and submittal (to the County) of monitoring/testing reports.
- Technical and regulatory training would be provided to all appropriate construction employees to ensure understanding of proper hazardous material use and storage, spill risks and responses, and monitoring/maintenance efforts.

As discussed above, the relocated alignment of the SA 330 extension would result in no significant impact or less than significant impacts to runoff generation, floodplains, floodplain fringes, and water quality. As with construction of this roadway, any future projects in the vicinity would be required to

implement, as appropriate, similar site-specific measures to address potential impacts to these issues. Based on these requirements, **no associated significant cumulative impacts** to runoff generation, floodplains, floodplain fringes, and water quality are anticipated.

No mitigation would be required, as no significant impacts would occur.

Geology/Soils and Minerals

The relocated SA 330 extension would involve approximately 8,100 feet of new roadway. Grading for the roadway would include relatively minor cuts and fills (i.e., a maximum of eight feet), with the exception of slightly deeper fills for bridge approaches.

Construction of the roadway and bridges would encounter moderately dense, silty sand to sandy clay alluvial soils to depths of 10 feet, where dense decomposed granite materials should be encountered. It is anticipated that only minor removal and recompaction would be required along the roadway alignment to provide suitable support for the roadway. In the bridge areas, it is anticipated that bridge supports could be founded on spread footings founded in the relatively shallow decomposed granite materials. Geotechnical conditions along the roadway alignment would **not have a significant impact** on roadway construction.

Roadway grading and construction activities would increase the potential for erosion and transport of material both within and downstream of the area. Specifically, such activities would entail the removal of stabilizing vegetation and the excavation of existing compacted (and generally dense) surface materials from cut areas. While proposed fill deposits would be recompacted to support loading and ultimately would be stabilized (e.g., through paving or landscaping), erosion potential associated with fill deposits and graded areas would be higher in the short-term than for pre-construction conditions. A SWMP would be required as a matter of regulation prior to construction of the roadway, which would include BMPs, such as the following:

- Construction scheduling and implementation would incorporate the following efforts: (1) grading and excavation activities would be minimized during the rainy season to the maximum extent practicable; (2) existing vegetation would be preserved wherever feasible; and (3) grading and surface disturbance would be limited to the smallest feasible areas at any given time.
- Erosion control and sediment catchment devices would be implemented in applicable portions of all disturbed areas, including (but not limited to) manufactured slopes and areas within or adjacent to drainage courses (e.g., bridge crossings). Specific proposed measures include the following: fiber rolls, silt fences, straw bale barriers, sand- or gravelbag barriers, check dams, erosion control blankets, geotextiles, mats, bonded fiber matrix, hydroseeding, diversion dikes or channels, brow ditches, temporary sediment basins, and rip rap.
- Dust generation and sediment tracking related to Project construction would be controlled through measures such as regular watering (or use of an approved dust palliative), street sweeping/vacuuming, and stabilization of construction ingress/egress points (e.g., through temporary paving or gravelling).
- Construction-related solid wastes and material stockpiles would be properly contained (e.g., with impermeable berms and liners) and managed to preclude erosion and sedimentation.

- Temporary slope down-drains and/or permanent sub-drains would be installed in applicable areas to minimize surface runoff and saturation.

Implementation of these BMPs would reduce impacts associated with erosion to **less than significant** levels.

The roadway has been designed to avoid rock outcrops. No other unique geologic features occur within or adjacent to the relocated alignment of SA 330. Accordingly, **no significant impacts** would occur to such features through roadway construction.

No active or potentially active faults are known or expected to occur within or in the vicinity of the roadway alignment. The relocated alignment of the SA 330 extension is relatively level and is not within a landslide area. The liquefaction potential for this area is considered minimal due to the nature of surficial materials. Accordingly, **no significant impacts** related to seismic hazards would occur.

No past or present mining activities are known within the vicinity of the roadway alignment; therefore, the potential occurrence of significant mineral resources is considered low and **no significant impacts** would occur.

As discussed above, the relocated alignment of the SA 330 extension would result in less than significant impacts to erosion/sedimentation, unique geologic resources, seismic hazards, and mineral resources. As with construction of this roadway, any future projects in the vicinity would be required to implement, as appropriate, similar site-specific measures to address potential impacts to these issues. Based on these requirements, **no associated significant cumulative impacts** to erosion/sedimentation, unique geologic resources, seismic hazards, and mineral resources are anticipated.

No mitigation would be required, as no significant impacts would occur.

Agricultural Resources

Impacts to agricultural areas from the described roadway improvements would involve an area of existing oat hay farming and a eucalyptus farm along two sections of the relocated SA 330 extension. Proposed construction activities along these sections would directly impact (i.e., remove) approximately 7.48 acres (or six percent) of the cultivated area south of the airport. Proposed road construction south of the airport also would physically divide the area currently being farmed, with associated potential impacts related to access for farm equipment/personnel and associated traffic safety concerns. One or both of the two bridge crossings along this section of SA 330 would include areas to accommodate farm-related vehicle and equipment access beneath the proposed bridges/roadway. Specifically, the embankments of both bridges would be set back from the associated drainage crossings such that vehicular access would be available within an approximately 50-foot-wide area, with an associated maximum vertical clearance of approximately 18 feet.

Approximately 0.16 acre (or one percent) of a eucalyptus farm (used to provide decorative elements for floral arrangements) would be impacted by construction of the roadway, with 0.13 acre of the noted impact area also designated as CDC Unique Farmland. No other proposed off-site roadway

improvement areas within the alignment contain active agricultural operations or CDC designated Prime Farmland, Farmland of Statewide Importance, or Unique Farmland.

Agricultural impacts associated with the identified the SA 330 extension, therefore, would be **less than significant**, based on the following considerations: (1) the generally small impact areas involved; (2) the inclusion of the bridge design measures to maintain agricultural access in the area south of the airport; (3) the location of impacts at the boundary of the existing cultivated area and adjacent roadway for the eucalyptus farm site; (4) the fact that no CDC-designated Prime Farmland or Farmland of Statewide Importance would be impacted; and (5) the minor area of impacts to CDC-designated Unique Farmland (i.e., 0.13 acre).

Construction of the relocated SA 330 extension is expected to result in **less than significant** cumulative impacts related to current agricultural uses and CDC Important Farmlands with respect to the identified cumulative projects list in Appendix M of the Montecito Ranch EIR, based on the following considerations:

- No areas of eucalyptus (or other ornamental tree and shrub) cultivation are identified for any of the cumulative projects, with no associated cumulative impacts related to the loss of up to 0.16 acre of eucalyptus cultivation from the relocated roadway extension.
- The roadway would result in approximately 0.13 acre of impact to CDC-designated Unique Farmland. The referenced cumulative projects list includes approximately 30 acres of impact to CDC designated Unique Farmland. Combined impacts to the described CDC designations from the roadway and the listed projects are not considered cumulatively significant based on their incremental nature relative to mapped areas within the cumulative study area. Specifically, identified combined impact totals for Unique Farmland (30 acres) represent approximately one percent of the respective mapped areas within the cumulative study area.

No mitigation would be required, as no significant impacts would occur.

Hazards and Hazardous Materials

As discussed above under Hydrology/Water Quality, roadway construction would involve the use and/or storage of hazardous materials such as fuels, lubricants, solvents, concrete, paint, and portable septic system wastes. The accidental discharge of such materials during construction could result in significant impacts to surface water quality if such materials reach downstream receiving waters. Implementation of BMPs, including those presented in Hydrology/Water Quality, above, would reduce impacts associated with implementation of the relocated SA 330 extension to **less than significant** levels.

The relocated alignment of the SA 330 extension south of Montecito Road is located within the Ramona Airport property but is outside (east) of the associated Runway Protection Zone (RPZ; an area of “[s]ignificant risk resulting from aircraft takeoff and landing patterns where incompatible development must not be allowed” [County 1997b]) located at the eastern end of the existing runway (County 1997b). Based on the location of the roadway relative to the Ramona Airport Flight Activity Zone (FAZ) and RPZ, **no associated significant hazard/public safety impacts** would occur from Project implementation.

With regard to fire/emergency response, the new roadway would have fire hydrants installed every 1,000 feet from its intersection with other roadways (i.e., Montecito Road and Main Street), as required by the Ramona Fire Prevention Bureau. The minimum water flow would be 2,500 gpm, as required. Construction of this portion of SA 330 (in conjunction with construction of Montecito Ranch Road [also SA 330]) would improve regional traffic congestion by providing a bypass around the Ramona Town Center. This would help with emergency response time.

As discussed above, construction of the roadway would result in **less than significant** impacts to the following: hazardous materials, fire hazards, airport safety and plans, and emergency response. As for this road segment, any future projects in the site vicinity also would be required to implement, as appropriate, similar site-specific measures to address potential impacts related to hazards and hazardous materials. Based on these requirements, and the less than significant direct impacts, the relocated SA 330 extension would **not contribute to any significant cumulative impacts** related to hazards and hazardous materials.

No mitigation would be required, as no significant impacts would occur.

Utilities/Service Systems

Construction of the relocated SA 330 extension would not affect utilities/service systems, which include electric and natural gas, water, sewer, solid waste, and communications services. No utility lines would need to be relocated due to construction of the roadway. **No impacts** would occur, and, similarly relocated SA 330 would **not contribute to any cumulative impacts** associated with utilities/service systems. No mitigation would be required.

Population and Housing/Growth

Existing homes are located along the relocated alignment of the SA 330 extension. None of the existing homes or residents adjacent to the roadway alignment would be displaced by the Project. Proposed right-of-way takes would not impact existing structures or render existing residential or business properties unusable. This alternative would not result in a displacement of existing houses or residents; therefore, impacts would be **less than significant**. Similarly, the relocated SA 330 extension would **not contribute to any cumulative impacts** with respect to this issue. No mitigation would be required.

Paleontological Resources

The relocated alignment of the SA 330 extension is not located on geologic formations that contain significant paleontological resources. Specifically, the geologic formations that underlie this area consist of igneous and/or metamorphic units, which exhibit no or low probability of containing significant paleontological resources. This conclusion is based on the fact that igneous rocks are formed from molten material (with no potential for fossil occurrences), while metamorphic units are typically exposed to variable degrees of alteration through heat and pressure that tend to destroy or substantially degrade any associated paleontological resources. Based on the described geologic conditions, **no direct or indirect impacts** to paleontological resources would occur from implementation of the Proposed Project. Because no direct or indirect impacts to paleontological

resources were identified from construction of the roadway, **no associated cumulative impacts** would occur. No mitigation would be required.

Public Services

Fire protection for the Montecito Ranch development would come from Fire Station No. 80, which would travel to the property via 10th Street/Pine Street and Ash Street to Montecito Ranch Road. Construction of the relocated extension of SA 330 would provide a more direct access to the property from Fire Station No. 82, located at 3410 Dye Road, which could provide back up to Fire Station No. 80. Similarly, construction of this portion of SA 330 (in conjunction with construction of Montecito Ranch Road [also SA 330]) would improve regional traffic congestion by providing a bypass around the Ramona Town Center. This would help with emergency response time of police and CHP. Construction of the roadway would **not negatively impact** fire or police protection services.

Construction of the roadway would **not impact** any schools or parks/recreation land, nor would it create a population that would require additional schools or parks/recreation land.

Because no direct or indirect impacts to public services were identified from construction of the roadway, **no associated cumulative impacts** would occur. No mitigation would be required.

Table 5-1
COMPARISON OF PROJECT ALTERNATIVE IMPACTS
TO PROPOSED PROJECT IMPACTS

Issue	Proposed Project	No Project– No Development Alternative	No Project– Development Per Legal Parcels Alternative	Reduced Development Footprint Alternative	Reduced Density Alternative	Closed Water System Alternative
Transportation/ Circulation	SU	LS	SU –	SU	SU –	SU
Air Quality	TSU	LS	LS	TSU –	TSU –	TSU
Land Use	SM	LS	SM –	SM	SM	SM –
Biology	SM	LS	SM +	SM –	SM –	SM –
Noise	SM	LS	SM –	SM	SM –	SM +
Cultural	SM	NI	SM +	SM –	SM	SM –
Aesthetics	SM	LS	SM –	SM	SM –	SM –

LS = less than significant; NI = no impact; SM = significant but mitigable; SU = significant and unmitigable; TSU = temporary significant and unmitigable; + = impact is greater under this alternative when compared to the Proposed Project; – = impact is less under this alternative when compared to the Proposed Project

**Table 5-2
PROPOSED IMPACTS TO ON-SITE VEGETATION COMMUNITIES/HABITATS BY ALTERNATIVE**

Vegetation Community/Habitat^a	Proposed Project/ Closed Water System Alternative^b	No Project– Development per Legal Parcels Alternative	Reduced Developed Footprint Alternative^b	Reduced Density Alternative^b
Southern coast live oak riparian forest (61310)	0	9.43	0	0
Southern riparian scrub (63300)	0	0.22	0	0
Disturbed wetlands (11200)	0	0.11	0	0
Dense Engelmann oak woodland (71182) ^c	0.39	18.23	0.20	0.33
Open Engelmann oak woodland (71181) ^c	0.93	13.50	0.78	0.79
Diegan coastal sage scrub, including eucalyptus woodland/Diegan coastal sage scrub (inland form; 32520)	69.31/68.71	179.77	44.89	54.29
Southern mixed chaparral (37120)	123.27	207	34.19	123.98
Chamise chaparral (37210)	11.57	25.19	10.87	11.01
Non-native grassland (42220)	27.61	34.58	25.41	25.53
Eucalyptus woodland (11100)	0.14	2.50	0	0
Developed land (12000)	13.19	15.56	10.88	11.41
Mitigated impacted area	150.63	151.14	144.56	140.13
TOTAL	397.04/396.44	661.84	275.65	371.16

Source: REC 2008b

^a Vegetation communities and numerical codes are from Holland (1986) and Oberbauer (1996).

^b These acreages represent impacts under Wastewater Management Option 2 (WRF) to show the greatest possible impacts that could occur to habitats. Impacts under Option 1 would be 24.70 acres less (comprised of 0.76 acre of non-native grassland, 0.61 acre of developed land, and 23.33 acres of mitigated impacted area).

^c Includes oak root zone impacts.

Table 5-3
COMPARISON OF STREET SEGMENT OPERATIONS – EXISTING CONDITIONS AND EXISTING PLUS PROJECT CONDITIONS
UNDER THE EXTENSION OF SA 330 DESIGN SCENARIO ALTERNATIVE (NO MITIGATION)

Street Segment	Existing Conditions					Existing + Project Conditions					Δ Volume	Δ V/C	Significant?
	Class.	Roadway Capacity	ADT	V/C	LOS	Class.	Roadway Capacity	ADT	V/C	LOS			
Pine Street (SR 78)/10 th Street													
Haverford Road to Ash Street	RLC	16,200	9,700	0.60	D	RLC	16,200	9,994	0.62	D	294	0.02	N
Ash Street to Olive Street	RLC	16,200	10,200	0.63	D	RLC	16,200	12,024	0.74	E	1,824	0.11	Y
Olive Street to Main Street	RLC	16,200	10,700	0.66	D	RLC	16,200	12,054	0.74	E	1,354	0.08	Y
Main Street to H Street	RLC	16,200	7,000	0.43	C	RLC	16,200	7,479	0.46	D	479	0.03	N
Main Street (SR 67)													
7 th Street to Pine Street	M	37,000	23,300	0.63	B	M	37,000	23,594	0.64	B	294	0.01	N
Pine Street to Montecito Road	M	37,000	29,500	0.80	C	M	37,000	30,206	0.82	D	706	0.02	N
Montecito Road to Hunter Street	M	37,000	27,300	0.74	C	M	37,000	27,947	0.76	C	647	0.02	N
Hunter Street to proposed SA 330	RLC	16,200	27,000	1.67	F	RLC	16,200	27,647	1.71	F	647	0.04	Y
Proposed SA 330 to Highland Valley Road/Dye Road	RLC	16,200	27,000	1.67	F	RLC	16,200	28,471	1.76	F	1,471	0.09	Y
Highland Valley Road/Dye Road to Archie Moore Road	RLC	16,200	24,000	1.48	F	RLC	16,200	25,059	1.55	F	1,059	0.07	Y
Archie Moore Road to Poway Road	RLC	16,200	25,000	1.54	F	RLC	16,200	25,883	1.60	F	883	0.06	Y
Montecito Way													
Montecito Ranch Road to Montecito Road	RC	16,200	600	0.04	A	RLC	16,200	3,131	0.19	B	2,531	0.15	N
Montecito Road to SR 67	DNE	--	--	--	--	RLC	16,200	2,472	0.15	B	--	--	N
Montecito Ranch Road													
Western Project access point to Montecito Way	DNE	--	--	--	--	RLC	16,200	3,131	0.19	B	3,131	0.19	N
Between main Project access points	DNE	--	--	--	--	Special	15,000	2,060	0.14	B	2,060	0.14	N
Ash Street													
Eastern Project access point to Pine Street	RLC	16,200	500	0.03	A	RLC	16,200	2,795	0.17	B	2,295	0.14	N
Pine Street to Elm Street	RLC	16,200	500	0.03	A	RLC	16,200	676	0.04	A	176	0.01	N
Montecito Road													
Montecito Way to Davis Street	RC	16,200	3,500	0.22	B	RLC	16,200	3,559	0.22	B	59	0	N
Davis Street to Main Street	RC	16,200	6,000	0.37	C	RLC	16,200	6,059	0.37	C	59	0	N

Source: USAI 2008

Class. = roadway classification; RC = Rural Collector; RLC = Rural Light Collector; M = Major; Special = Two-lane divided, equivalent to City of San Diego collector with turn lane ; Δ Volume = change in volume; Δ V/C = change in volume-to-capacity ratio; DNE = does not exist; Y = yes; N = no

Table 5-4

**COMPARISON OF INTERSECTION OPERATIONS – EXISTING CONDITIONS AND EXISTING PLUS PROJECT CONDITIONS
UNDER THE RELOCATED SA 330 EXTENSION ALTERNATIVE
(NO MITIGATION)**

Intersection	AM Peak Period						PM Peak Period						Significant?	
	Existing		Existing Plus Project		Δ Delay (seconds)	Δ Volume	Existing		Existing Plus Project		Δ Delay (seconds)	Δ Volume	AM	PM
	Delay (seconds)	LOS	Delay (seconds)	LOS			Delay (seconds)	LOS	Delay (seconds)	LOS				
Ash Street/Pine Street ¹	16.8	C	35.6	E	18.8	103	22.2	C	65.8	F	43.6	120	Y	Y
Pine Street/Olive Street ¹	16.7	C	31.4	D	14.7	N/A	19.3	C	40.2	E	20.9	89	N	Y
Pine Street/Main Street ²	33.7	C	44.5	D	10.8	N/A	58.7	E	62.7	E	4.0	46	N	Y
Main Street/Montecito Road ²	26.0	C	26.2	C	0.2	N/A	30.2	C	37.1	D	6.9	N/A	N	N
Montecito Way/Montecito Road ¹	8.8	A	11.0	B	2.2	N/A	8.9	A	11.3	B	2.4	N/A	N	N
Main Street/Proposed SA 330 ¹	DNE	--	*	F	--	--	DNE	--	*	F	--	--	Y	Y
Main Street/Highland Valley Road/Dye Road ^{2,3}	54.7	D	133.3	F	78.6	60	22.3	C	23.7	C	1.4	N/A	Y	N
Main Street/Archie Moore Road ¹	141.0	F	168.3	F	27.3	50	27.4	D	42.6	E	15.2	58	Y	Y

Source: USAI 2008

¹ Unsignalized

² Signalized

³ Peak period factor = 0.95

* Intersection delay is so high that it is beyond the model accuracy.

Δ Delay = change in delay; Δ Volume = change in volume; Y = yes; N = no; N/A = not applicable

**Table 5-5
MITIGATED INTERSECTION OPERATIONS –
EXISTING PLUS PROJECT CONDITIONS
UNDER THE EXTENSION OF SA 330 DESIGN SCENARIO ALTERNATIVE**

Intersection	AM Peak Period		PM Peak Period	
	Delay	LOS	Delay	LOS
Ash Street/Pine Street	19.6	B	13.5	B
Pine Street/Olive Street	11.1	B	10.7	B
Pine Street/Main Street	44.5	D	51.3	D
Main Street/Montecito Road	26.2	C	37.1	D
Montecito Way/Montecito Road	10.6	B	11.1	B
Main Street/Proposed SA 330	34.4	C	28.9	C
Main Street/Highland Valley Road/Dye Road	33.5	C	20.9	C
Main Street/Archie Moore Road	5.5	A	10.7	B

Source: USAI 2008

DNE = does not exist

Table 5-6 COMPARISON OF STREET SEGMENT OPERATIONS – YEAR 2010 WITHOUT PROJECT CONDITIONS AND 2010 PLUS PROJECT CONDITIONS UNDER COUNTY-REQUESTED EVALUATION OF THE SA 330 EXTENSION (NO MITIGATION)									
Street Segment*	2010 Without Project			2010 With Project			Δ ADT	Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS			
Pine Street (SR 78)/10 th Street									
Haverford Road to Ash Street	14,191	0.88	E	14,485	0.89	E	294	0.01	Y
Ash Street to Olive Street	17,276	1.07	F	19,100	1.18	F	1,824	0.11	Y
Olive Street to Main Street	17,776	1.10	F	19,130	1.18	F	1,354	0.08	Y
Main Street to H Street	18,063	1.12	F	18,535	1.14	F	472	0.02	Y
Main Street (SR 67)									
7 th Street to Pine Street	30,386	0.82	D	30,680	0.83	D	294	0.01	N
Pine Street to Montecito Road	36,586	0.99	E	37,292	1.01	F	706	0.11	Y
Montecito Road to Hunter Street	34,386	0.93	E	34,562	0.93	E	176	0	Y
Hunter Street to proposed SA 330	34,867	2.15	F	35,514	2.19	F	647	0.04	Y
Proposed SA 330 to Highland Valley Road/Dye Road	34,867	2.15	F	36,338	2.24	F	1,471	0.09	Y
Highland Valley Road/Dye Road to Archie Moore Road	33,397	2.06	F	34,456	2.13	F	1,059	0.07	Y
Archie Moore Road to Poway Road	34,803	2.15	F	35,686	2.20	F	883	0.05	Y
Montecito Way									
Montecito Ranch Road to Montecito Road	600	0.04	A	3,131	0.19	B	2,531	0.15	N
Montecito Road to SR 67	--	--	--	2,472	0.15	B	2,472	0.15	N
Montecito Ranch Road									
Western Project access point to Montecito Way	--	--	--	2,531	0.16	B	2,531	0.16	N
Between main Project access points	--	--	--	2,060	0.14	B	2,060	0.14	N
Ash Street									
Eastern Project access point to Pine Street	500	0.03	A	2,795	0.17	B	2,295	0.14	N
Pine Street to Elm Street	500	0.03	A	676	0.04	A	176	0.01	N
Montecito Road									
Montecito Way to Davis Street	4,459	0.28	B	4,518	0.28	C	59	0	N
Davis Street to Main Street	6,959	0.43	C	7,018	0.43	C	59	0	N

Source: USAI 2008

* Refer to Table 2.1-1 for the classifications and capacities for the roadway segments.

Δ Volume = change in volume; Δ V/C = change in volume-to-capacity ratio; Y = yes; N = no

Table 5-7

COMPARISON OF INTERSECTION OPERATIONS – YEAR 2010 WITHOUT PROJECT CONDITIONS AND YEAR 2010 PLUS PROJECT CONDITIONS UNDER COUNTY-REQUESTED EVALUATION OF THE SA 330 EXTENSION (NO MITIGATION)

Intersections	AM Peak Period						PM Peak Period						Significant?	
	Year 2010 Without Project		Year 2010 Plus Project		Δ Delay (seconds)	Δ Volume	Year 2010 Without Project		Year 2010 Plus Project		Δ Delay (seconds)	Δ Volume	AM	PM
	Delay (seconds)	LOS	Delay (seconds)	LOS			Delay (seconds)	LOS	Delay (seconds)	LOS				
Ash Street/Pine Street ¹	43.5	F	375.5	F	332.0	103	100.8	F	*	F	*	120	Y	Y
Pine Street/Olive Street ¹	54.6	F	145.2	F	90.6	77	77.2	F	268.9	F	191.7	89	Y	Y
Pine Street/Main Street ²	91.1	F	102.4	F	11.3	40	181.8	F	193.1	F	11.3	46	Y	Y
Main Street/Montecito Road ²	37.2	D	39.7	D	2.5	N/A	58.5	E	54.3	D	4.2	N/A	N	N
Montecito Way/Montecito Road ¹	9.2	A	10.8	B	1.6	N/A	9.3	A	11.3	B	1.3	N/A	N	N
Main Street/Proposed SA 330 ¹	DNE	--	*	F	*	199	DNE	--	*	F	*	109	Y	Y
Main Street/Highland Valley Road/Dye Road ²	150.1	F	113.2	F	36.9	60	49.6	D	82.7	F	33.1	69	Y	Y
Main Street/Archie Moore Road ¹	*	F	*	F	*	50	*	F	*	F	*	58	Y	Y

Source: USAI 2008

¹ Unsignalized

² Signalized

³ Peak period factor = 0.95

* Intersection delay is so high that it is beyond the model accuracy.

Δ Delay = change in delay; Δ Volume = change in volume; Y = yes; N = no; N/A = not applicable

Table 5-8 COMPARISON OF STREET SEGMENT OPERATIONS – YEAR 2030 WITHOUT PROJECT CONDITIONS AND YEAR 2030 PLUS PROJECT CONDITIONS UNDER COUNTY-REQUESTED EVALUATION OF THE SA 330 EXTENSION (NO MITIGATION)									
Street Segment*	Year 2030 Without Project			Year 2030 Plus Project			Δ Volume	Δ V/C	Significant?
	ADT	V/C	LOS	ADT	V/C	LOS			
Pine Street (SR 78)/10 th Street									
Haverford Road to Ash Street	14,691	0.91	E	14,985	0.93	E	294	0.02	Y
Ash Street to Olive Street	20,000	1.23	F	21,824	1.35	F	1,824	0.12	Y
Olive Street to Main Street	19,270	1.19	F	20,624	1.27	F	1,354	0.08	Y
Main Street to H Street	18,488	1.14	F	19,135	1.18	F	647	0.03	Y
Main Street (SR 67)									
7 th Street to Pine Street	33,714	0.91	E	34,008	0.92	E	294	0.01	Y
Pine Street to Montecito Road	37,086	1.00	F	37,792	1.02	F	706	0.02	Y
Montecito Road to Hunter Street	34,391	0.93	E	36,333	0.98	E	1,942	0.05	Y
Hunter Street to proposed SA 330	34,976	2.16	F	36,447	2.25	F	2,056	0.09	Y
Proposed SA 330 to Highland Valley Road/Dye Road	34,976	2.16	F	38,471	2.37	F	3,495	0.21	Y
Highland Valley Road/Dye Road to Archie Moore Road	35,000	2.16	F	36,059	2.23	F	1,059	0.07	Y
Archie Moore Road to Poway Road	37,349	2.31	F	38,232	2.36	F	883	0.05	Y
Montecito Way									
Montecito Ranch Road to Montecito Road	5,000	0.31	C	7,531	0.46	D	2,531	0.15	N
Montecito Road to SR 67				6,421	0.40	C			
Montecito Ranch Road									
Western Project access point to Montecito Way	---	---	--	7,531	0.46	D/C**	7,531	0.46	Y
Between main Project access points	---	---	--	5,000	0.33	B	5,000	0.33	N
Ash Street									
Eastern Project access point to Pine Street	5,148	0.32	C	7,443	0.46	D	2,295	0.14	N
Pine Street to Elm Street	5,500	0.34	C	5,676	0.35	C	176	0.01	N
Montecito Road									
Montecito Way to Davis Street	5,814	0.35	C	6,109	0.38	C	295	0.03	N
Davis Street to Main Street	7,450	0.46	C	7,509	0.46	D	59	0	N

Source: USAI 2008

* Refer to Table 2.1-1 for the classifications and capacities for the roadway segments.

**Using a straight volume-to-capacity assessment, this roadway segment would operate at LOS D. Public Facilities Element Transportation Policy 1.1 of the County General Plan states that peak hour roadway segment analysis provides a more realistic assessment of how a roadway actually would operate. Using HCM 2000 procedures, a peak hour evaluation was completed. The result showed that the segment would operate at LOS C. Refer to Appendix N of EIR Appendix B for peak hour analysis worksheets.

Δ Volume = change in volume; Δ V/C = change in volume-to-capacity ratio; Y = yes; N = no

Table 5-9

COMPARISON OF INTERSECTION OPERATIONS – YEAR 2030 WITHOUT PROJECT CONDITIONS AND YEAR 2030 PLUS PROJECT CONDITIONS UNDER COUNTY-REQUESTED EVALUATION OF THE SA 330 EXTENSION (NO MITIGATION)

Intersection	AM Peak Period						PM Peak Period						Significant?	
	Year 2030 Without Project		Year 2030 Plus Project		Δ Delay (seconds)	Δ Volume	Year 2030 Without Project		Year 2030 Plus Project		Δ Delay (seconds)	Δ Volume	AM	PM
	Delay (seconds)	LOS	Delay (seconds)	LOS			Delay (seconds)	LOS	Delay (seconds)	LOS				
Ash Street/Pine Street ¹	*	F	*	F	*	103	*	F	*	F	*	120	Y	Y
Pine Street/Olive Street ¹	72.6	F	144.3	F	71.7	77	82.5	F	198.6	F	116.1	89	Y	Y
Pine Street/Main Street ²	104.0	F	116.8	F	12.8	40	193.5	F	200.6	F	7.1	46	Y	Y
Main Street/Montecito Road ²	40.0	D	59.2	E	19.2	100	59.1	E	87.3	F	28.2	116	Y	Y
Montecito Way/Montecito Road ¹	9.7	A	11.5	B	1.8	N/A	10.1	B	11.9	B	1.8	N/A	N	N
Main Street/Proposed SA 330 ¹	*	F	*	F	*	199	*	F	*	F	*	109	Y	Y
Main Street/Highland Valley Road/Dye Road ²	97.9 ³	F	106.8	F	8.9	60	43.4 ³	D	50.0	D	6.6	N/A	Y	N
Main Street/Archie Moore Road ¹	*	F	*	F	*	50	*	F	*	F	*	58	Y	Y

Source: USAI 2008

¹ Unsignalized

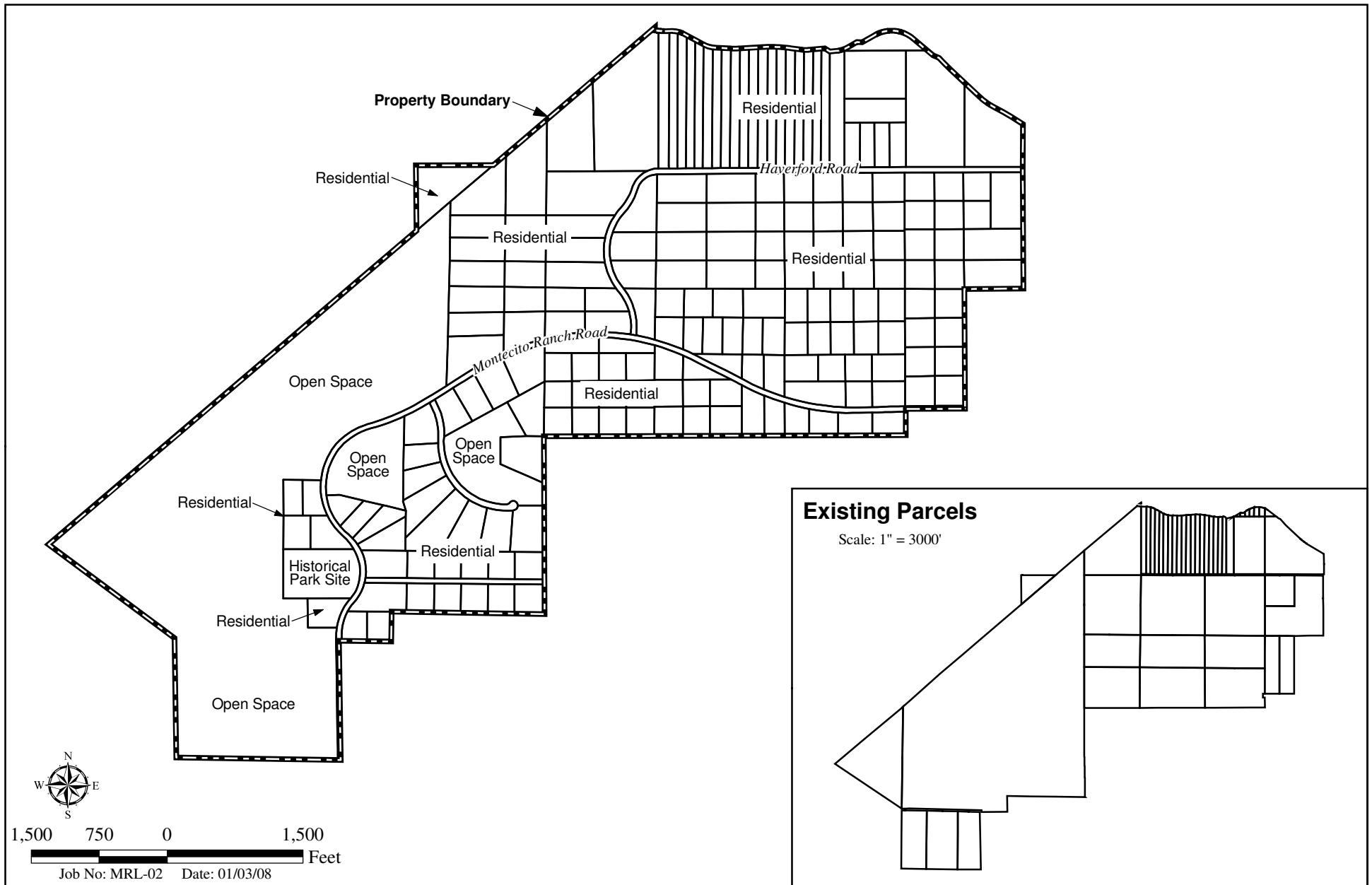
² Signalized

³ Delay is less than the 2010 plus Project condition, because of decreased volumes and delays caused by the diversion of traffic from the construction of the southern bypass (future Boundary Road).

* Intersection delay is so high that it is beyond the model accuracy.

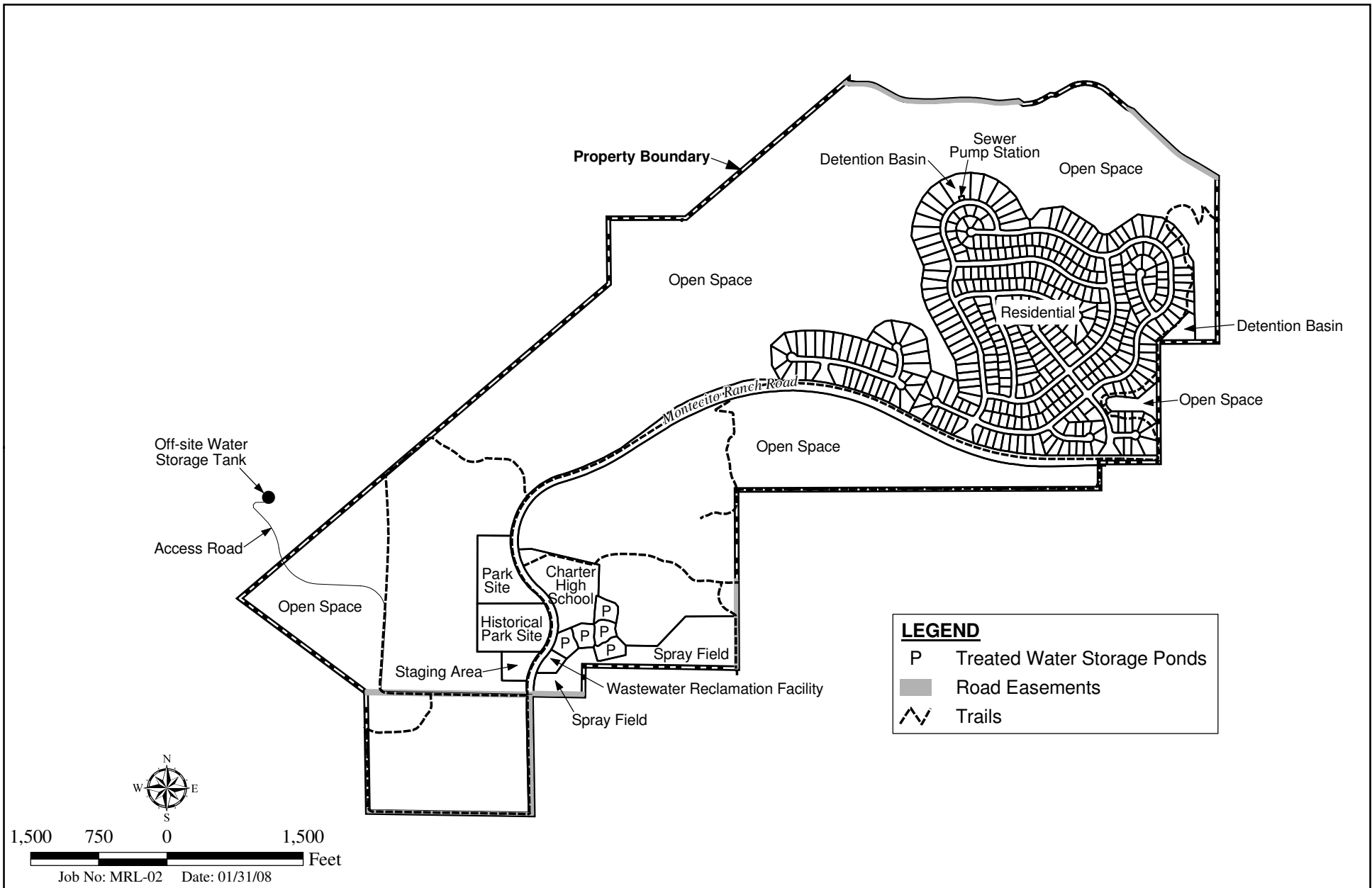
Δ Delay = change in delay; Δ Volume = change in volume; Y = yes; N = no; N/A = not applicable

<p>Table 5-10 SUMMARY OF IMPACTS AND REQUIRED MITIGATION FOR OFF-SITE IMPACTS ASSOCIATED WITH COUNTY-REQUESTED EVALUATION OF THE SA 330 EXTENSION</p>			
Vegetation Community/Habitat	Existing/ Impacted Acreage	Mitigation Ratio	Mitigation Required
Riparian scrub	0.61	3:1	1.83
Cismontane alkali marsh	0.18	3:1	0.54
Vernal swale/agriculture	0.26	3:1	0.78
Diegan coastal sage scrub	0.23	2:1	0.46
Valley needlegrass grassland	0.39	3:1	1.17
Non-native grassland	10.66	1:1	10.66
Developed land	2.49	0:1	0
TOTAL	14.82	--	15.44



No Project-Development Per Legal Parcels Alternative Conceptual Development Plan

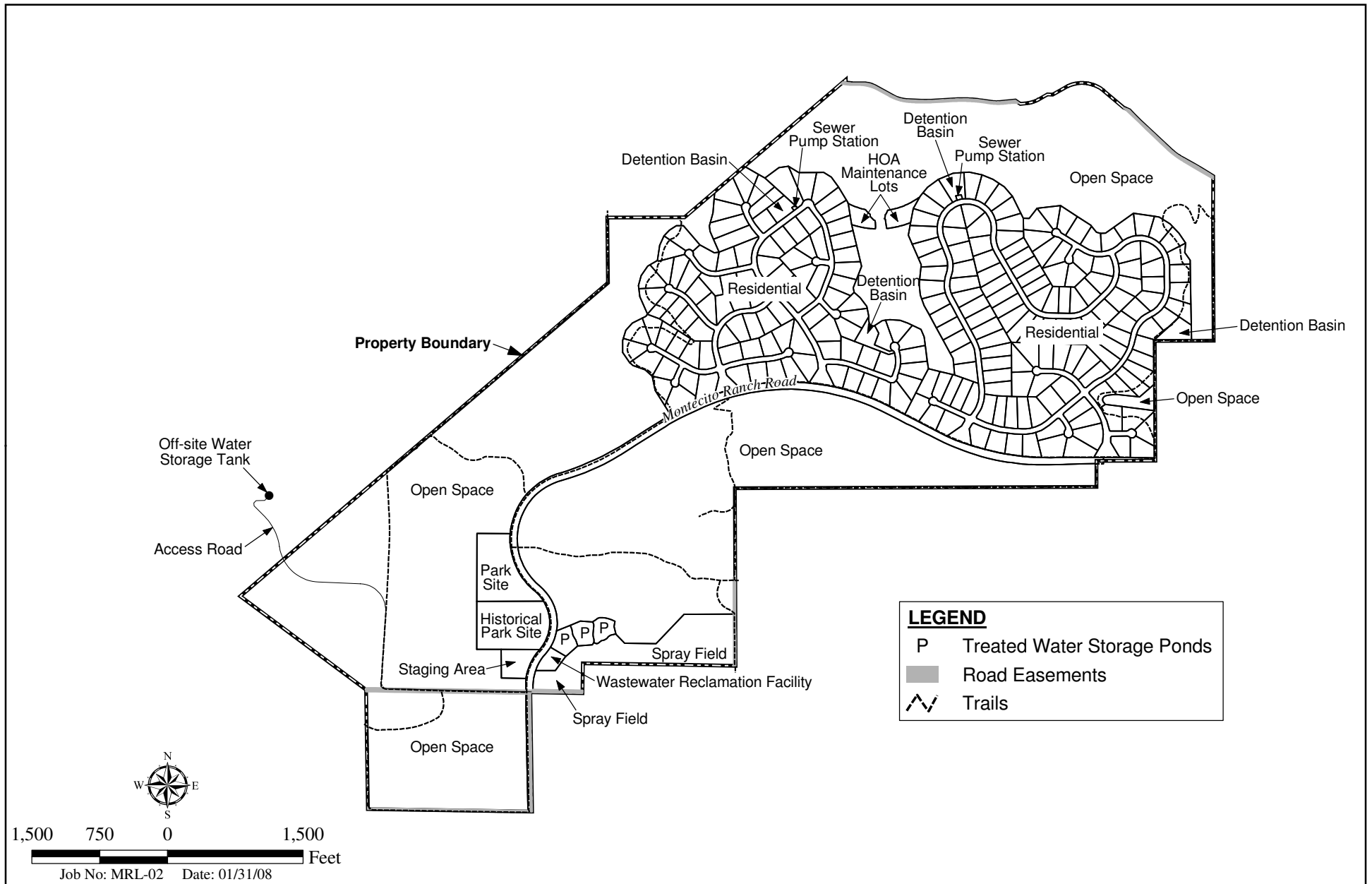
MONTECITO RANCH - EIR



Reduced Development Footprint Alternative Conceptual Development Plan

MONTECITO RANCH - EIR

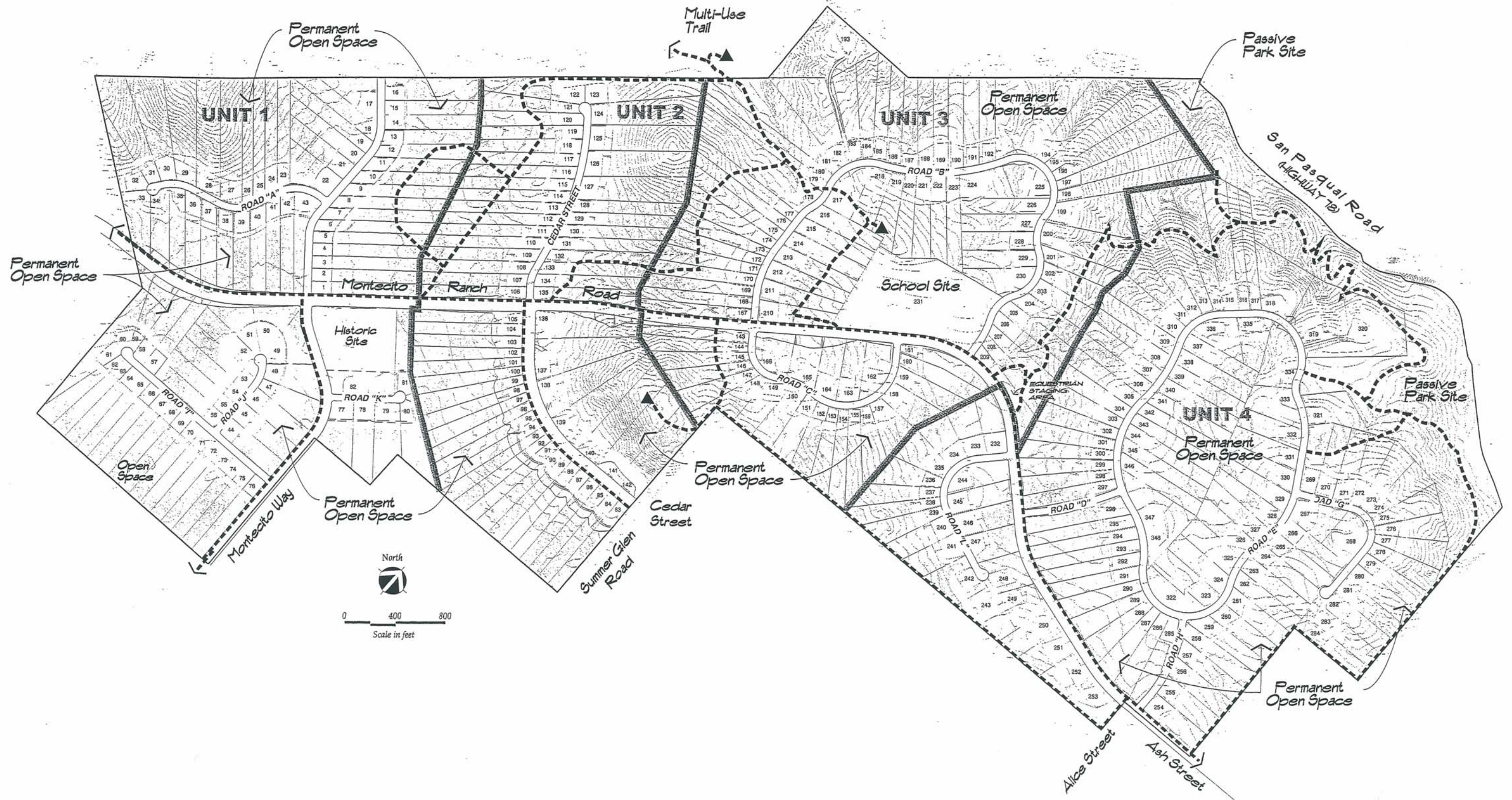
Figure 5-2



Reduced Density Alternative Conceptual Development Plan

MONTECITO RANCH - EIR

Figure 5-3



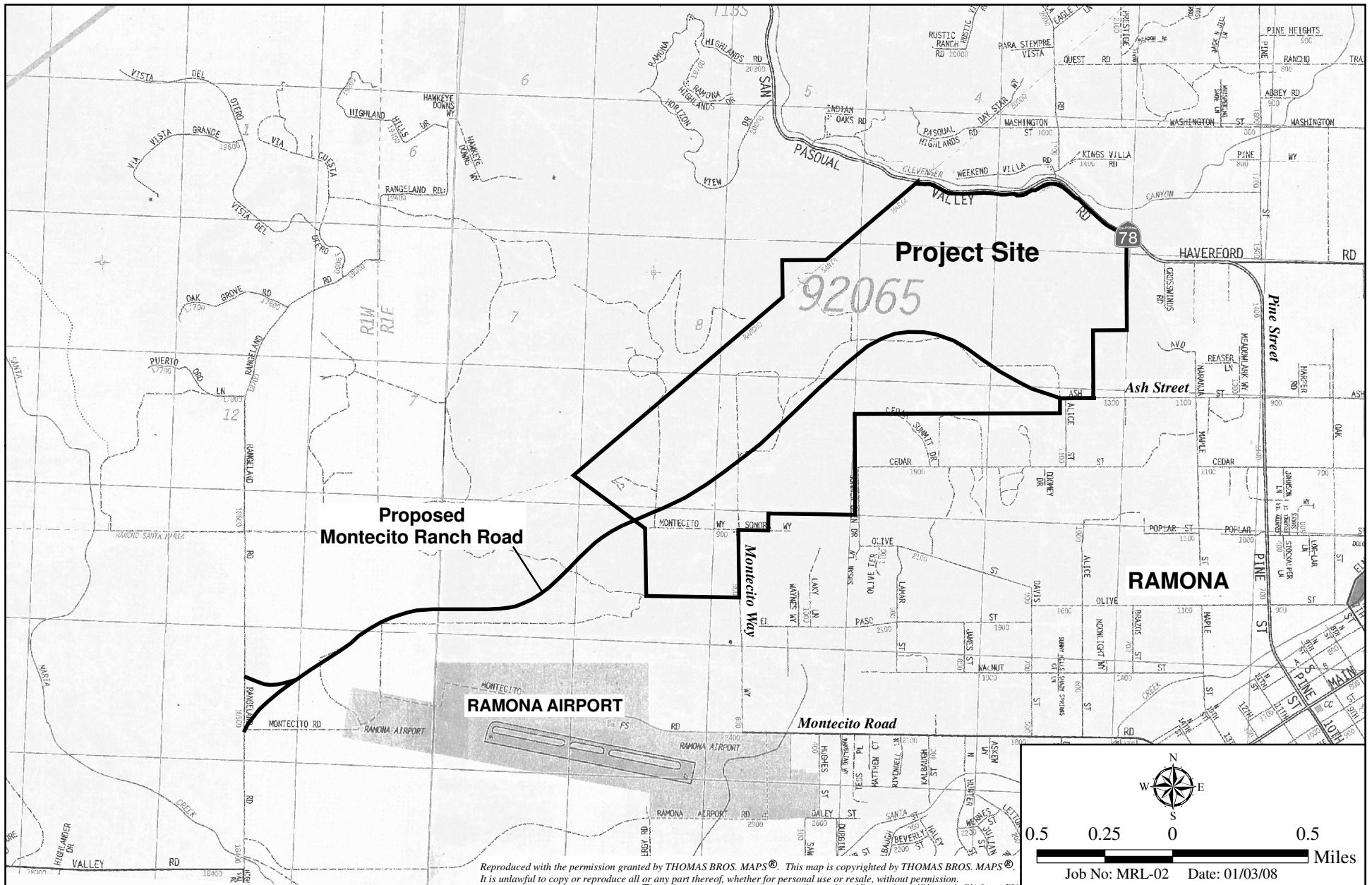
Source: Development Design Services and Graphic Access, Inc., August 2002

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East/West Development Alternative

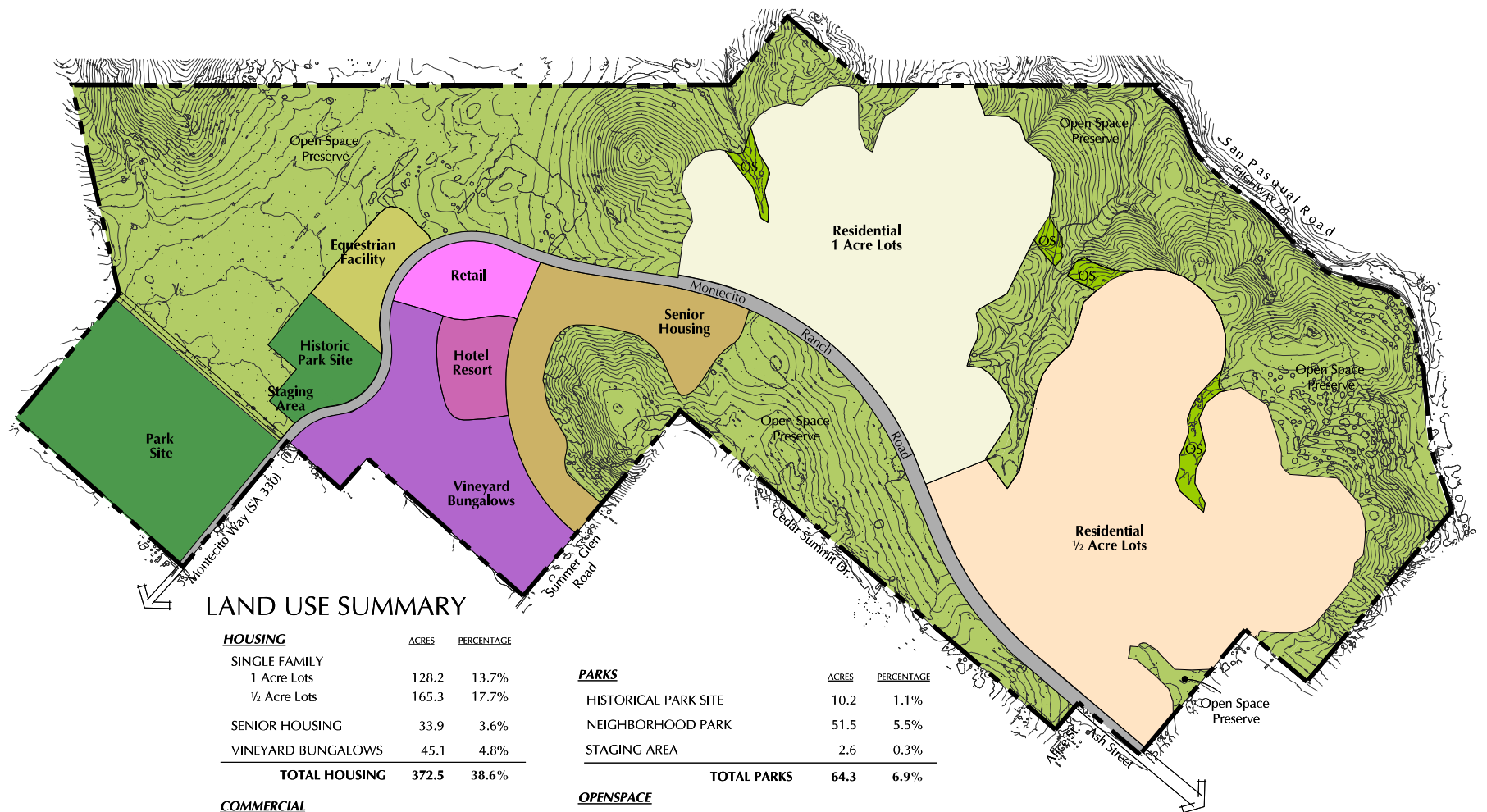
MONTECITO RANCH - EIR



Montecito Ranch Road to Rangeland Road Alternative

MONTECITO RANCH - EIR

Figure 5-6



LAND USE SUMMARY

HOUSING

	ACRES	PERCENTAGE
SINGLE FAMILY		
1 Acre Lots	128.2	13.7%
1/2 Acre Lots	165.3	17.7%
SENIOR HOUSING	33.9	3.6%
VINEYARD BUNGALOWS	45.1	4.8%
TOTAL HOUSING	372.5	38.6%

COMMERCIAL

HOTEL/RESORT	10.3	1.1%
EQUESTRIAN FACILITY	12.6	1.3%
RETAIL	11.1	1.2%
TOTAL COMMERCIAL	34.0	4.0%

OTHER

MONTECITO RANCH ROAD	23.5	2.5%
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PARKS

	ACRES	PERCENTAGE
HISTORICAL PARK SITE	10.2	1.1%
NEIGHBORHOOD PARK	51.5	5.5%
STAGING AREA	2.6	0.3%
TOTAL PARKS	64.3	6.9%

OPENSOURCE

PRESERVE OPEN SPACE	433.2	46.3%
OPEN SPACE	7.9	0.8%
TOTAL OPEN SPACE	441.1	47.6%

TOTAL PARKS & OPEN SPACE	505.4	53.8%
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GRAND TOTAL	935.2	100%
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Source: Development Design Services and GraphicAccess, March 2007

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Ramona Community Planning Group Alternative

MONTECITO RANCH - EIR

Figure 5-7

LEGEND

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Proposed Off-site Ash Street Improvements

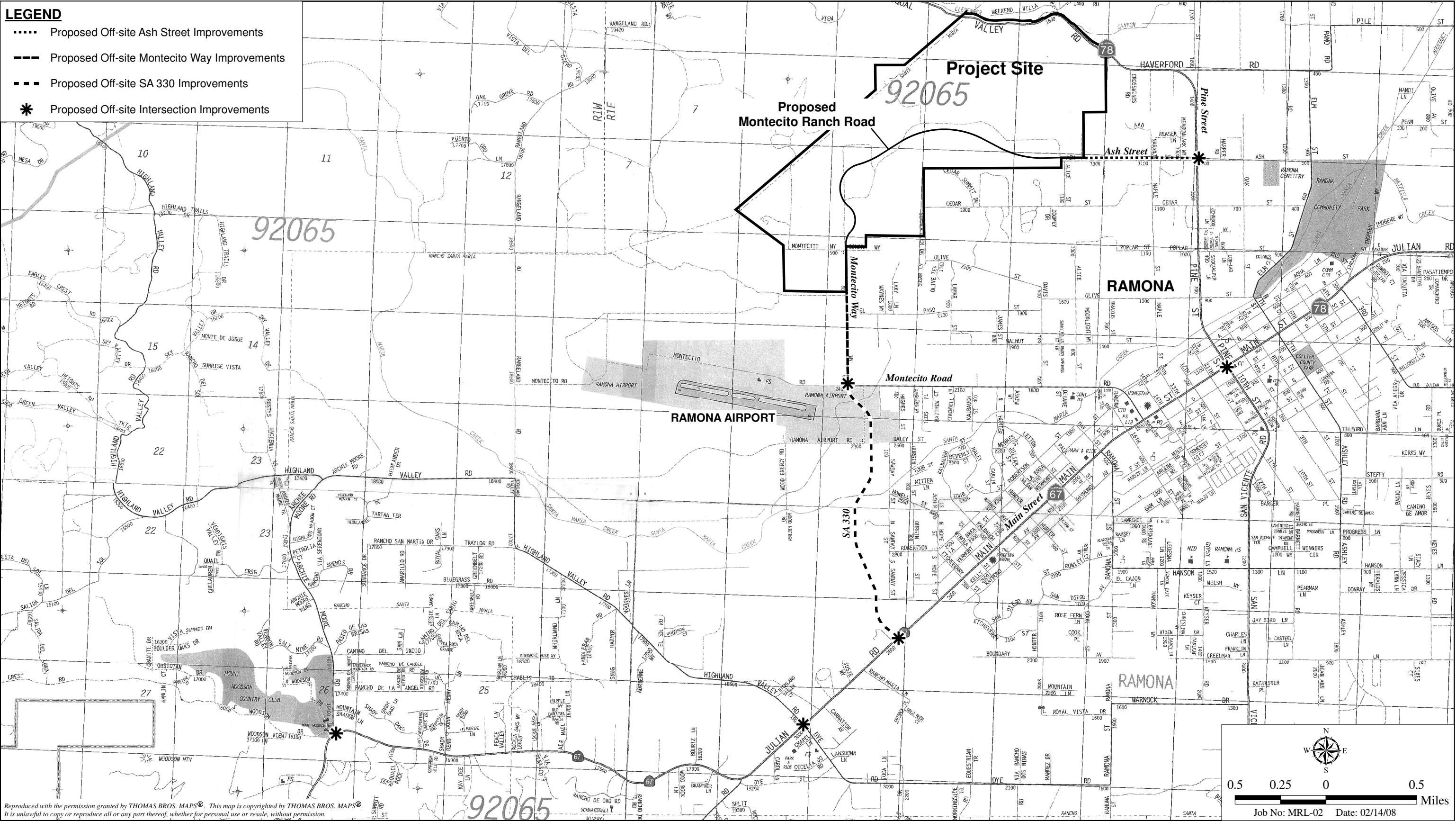
Proposed Off-site Montecito Way Improvements

- - -

Proposed Off-site SA 330 Improvements

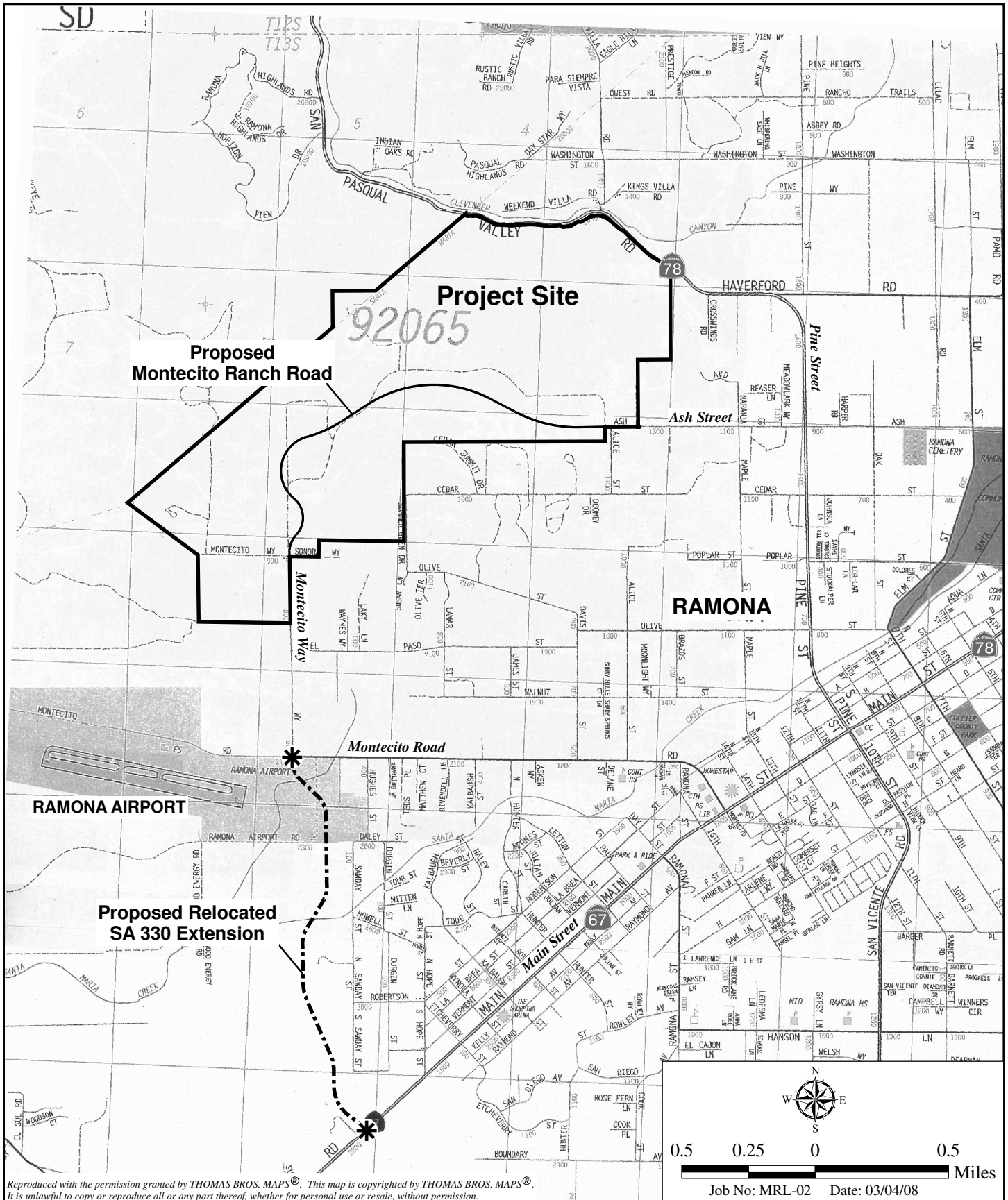
*

Proposed Off-site Intersection Improvements



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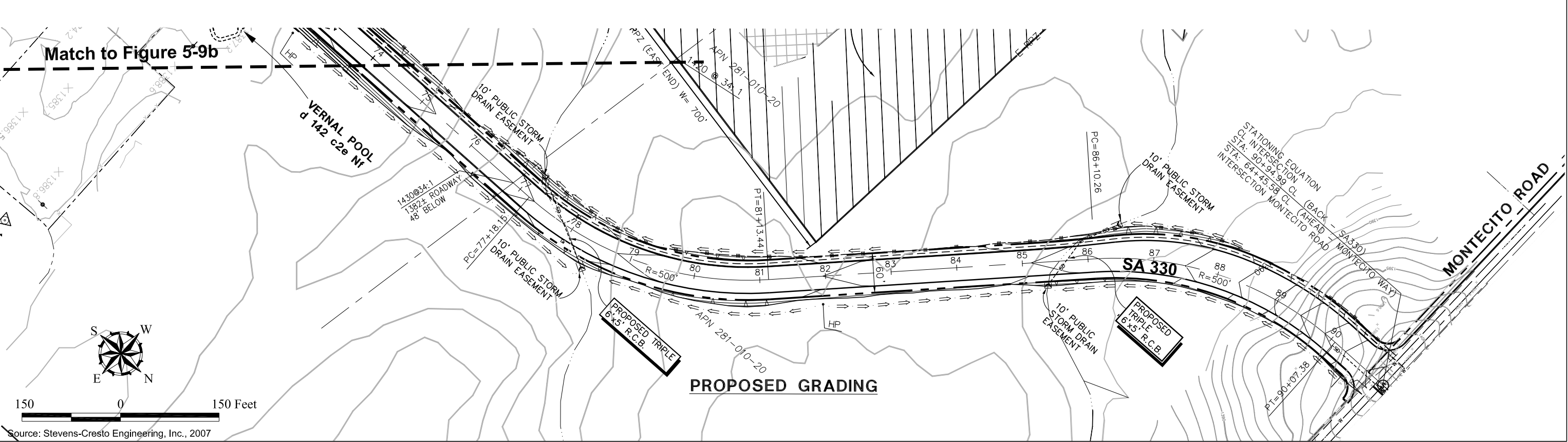
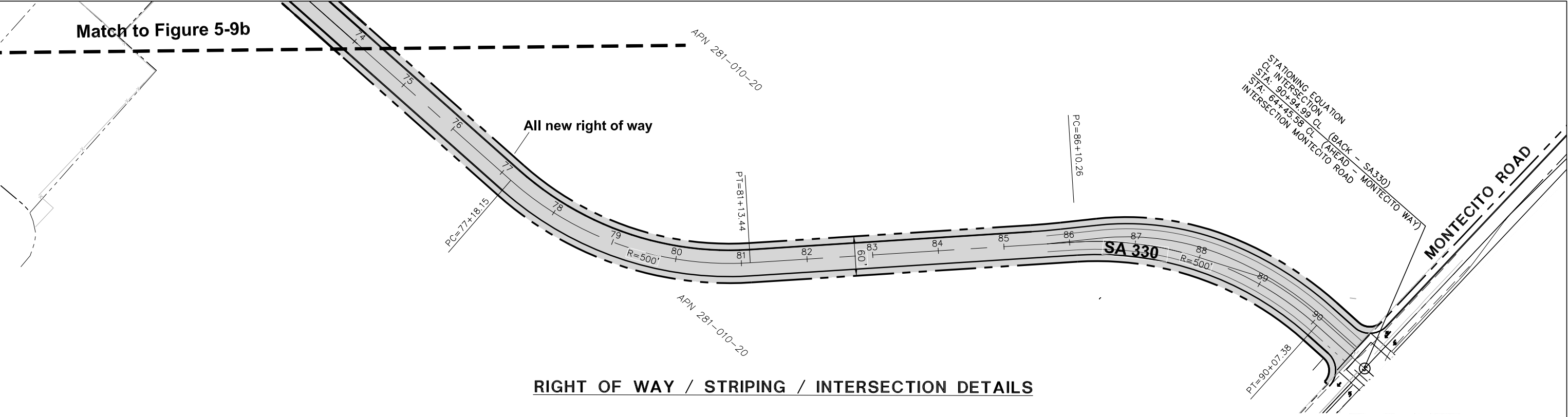
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SA 330 Extension Alternative

MONTECITO RANCH - EIR

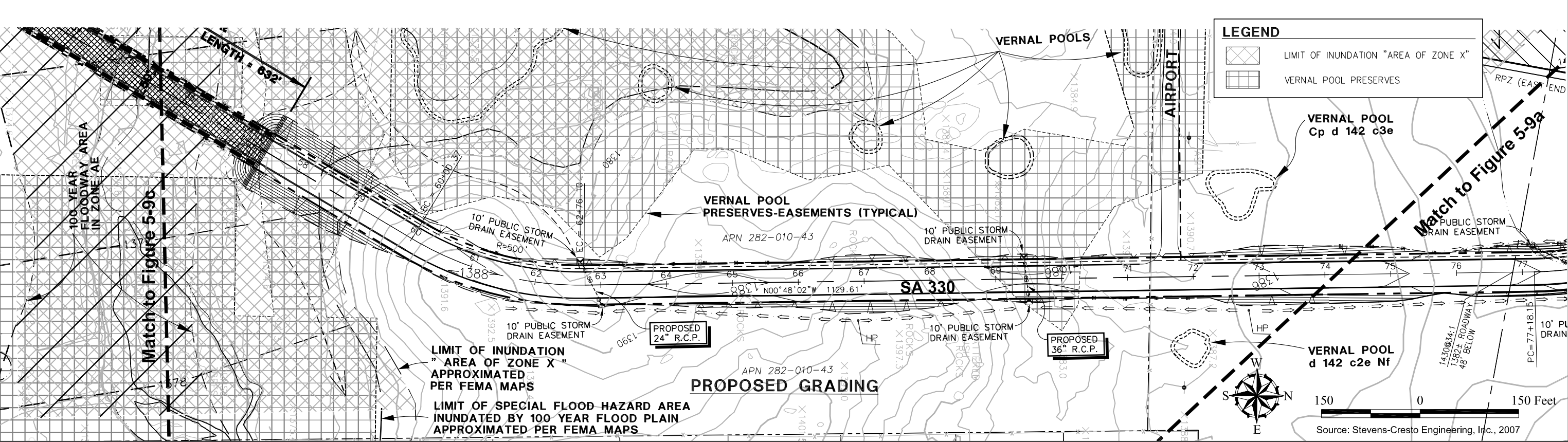
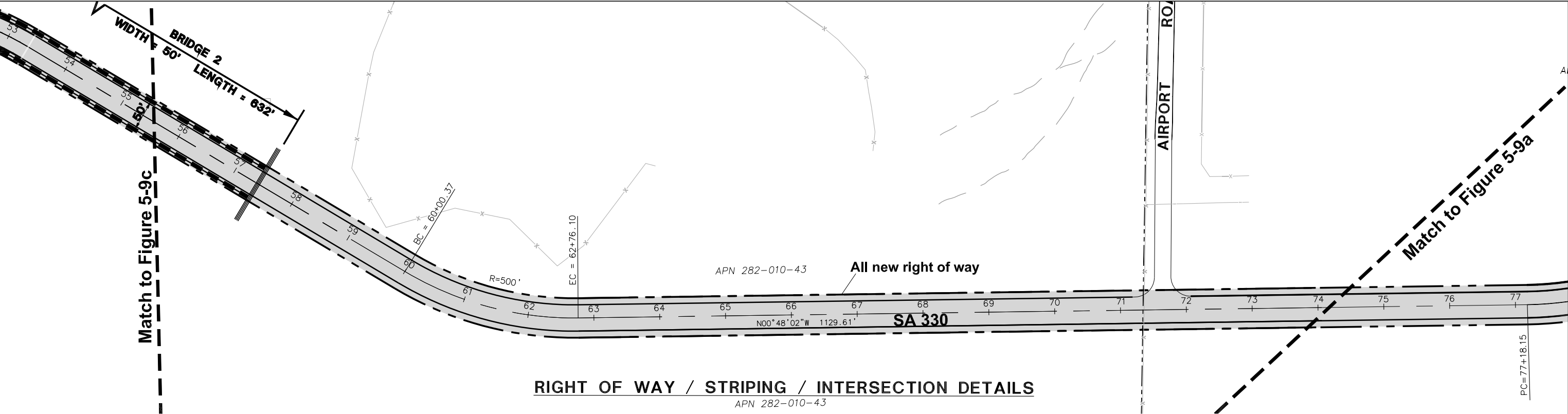
Figure 5-9



SA 330 Extension Concept Plan

MONTECITO RANCH - EIR

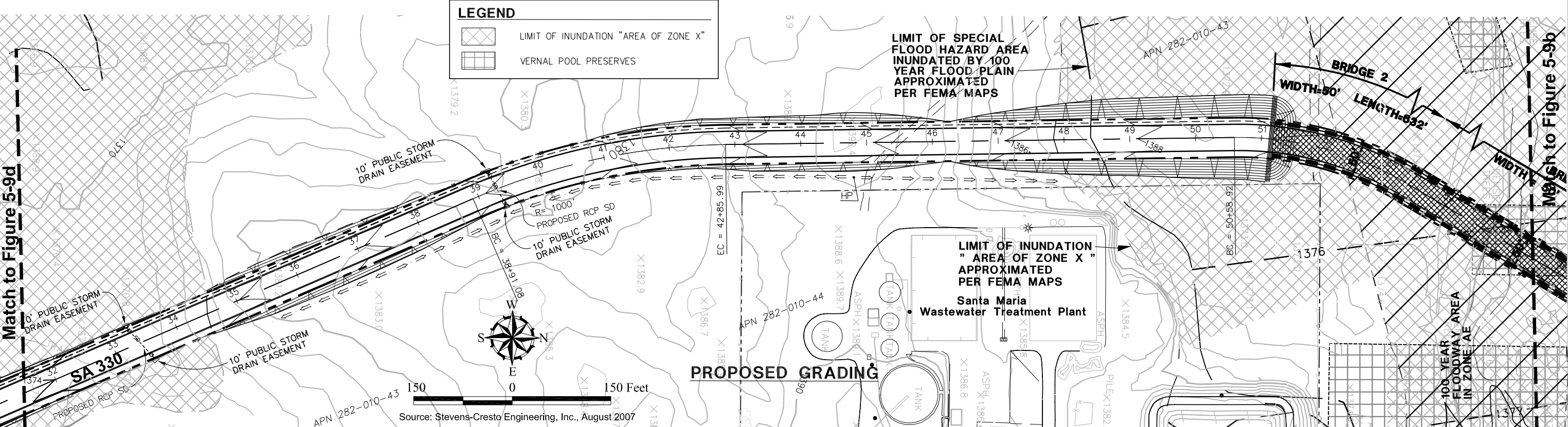
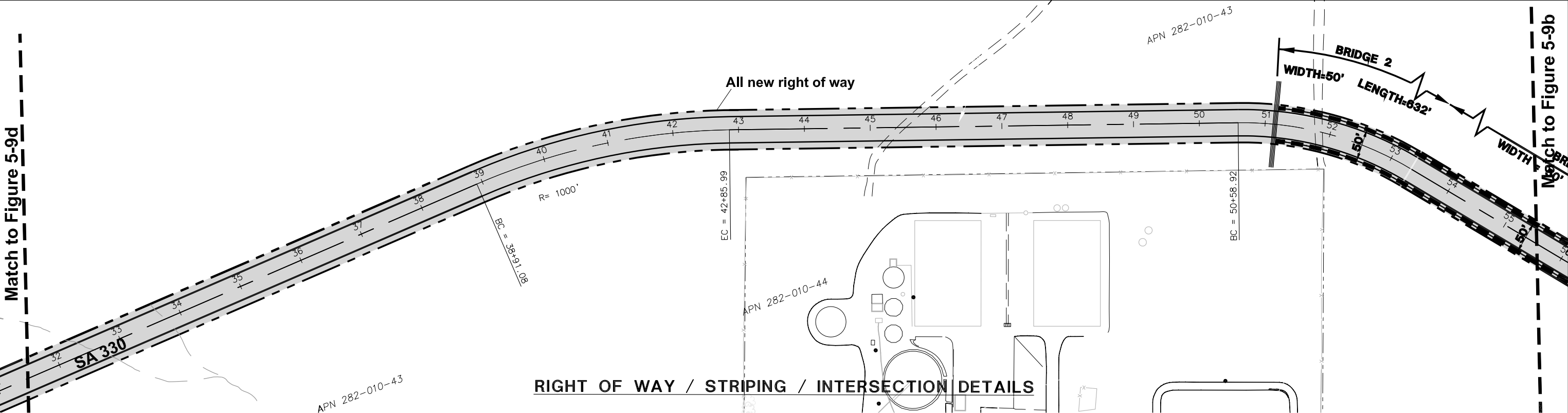
Figure 5-10a



SA 330 Extension Concept Plan

MONTECITO RANCH - EIR

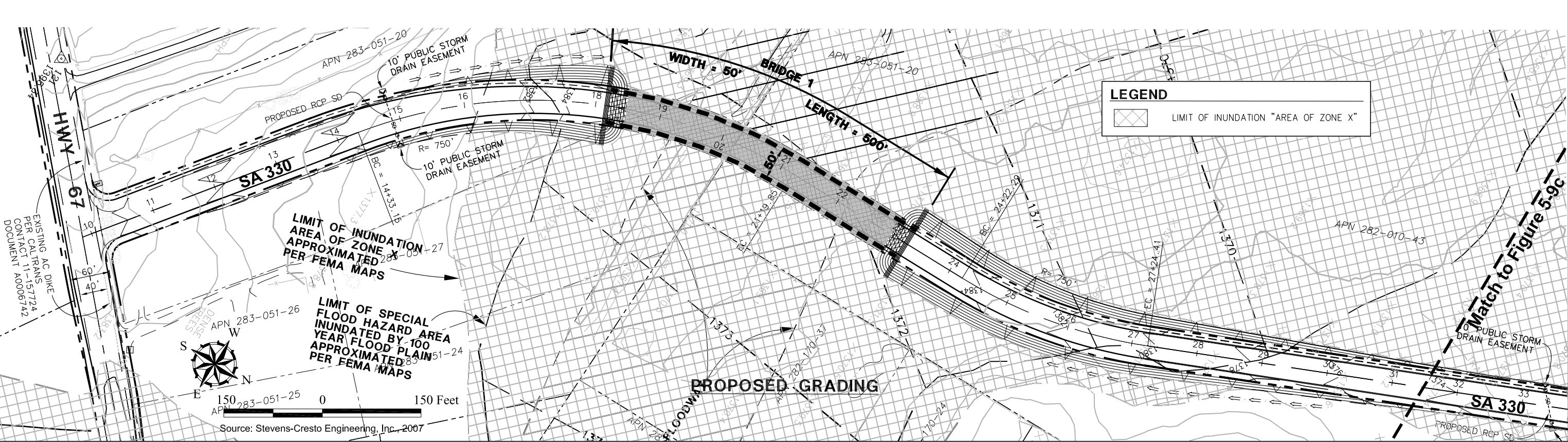
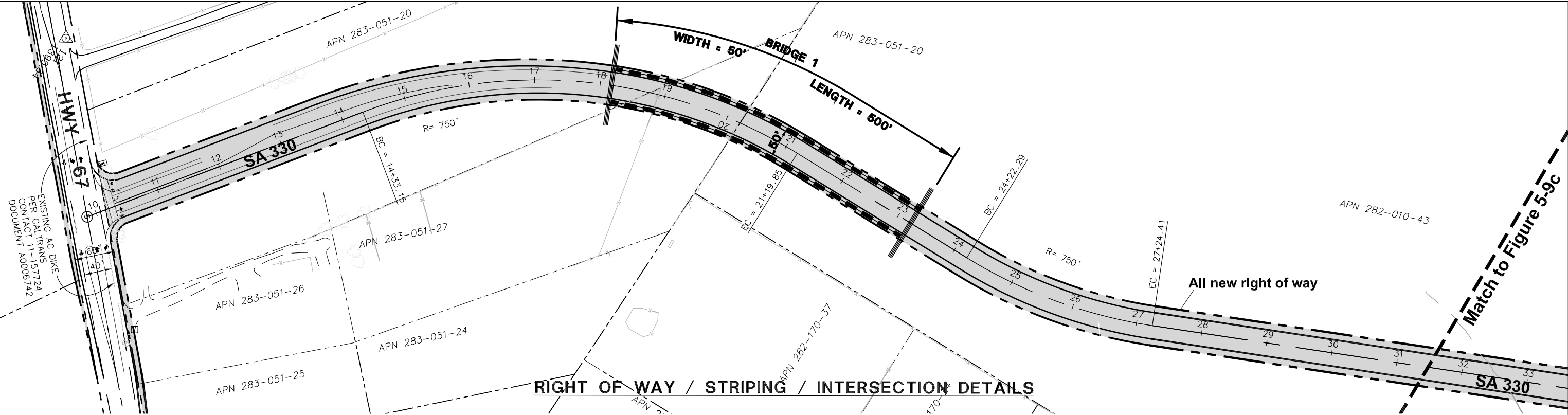
Figure 5-10b



SA 330 Extension Concept Plan

MONTECITO RANCH - EIR

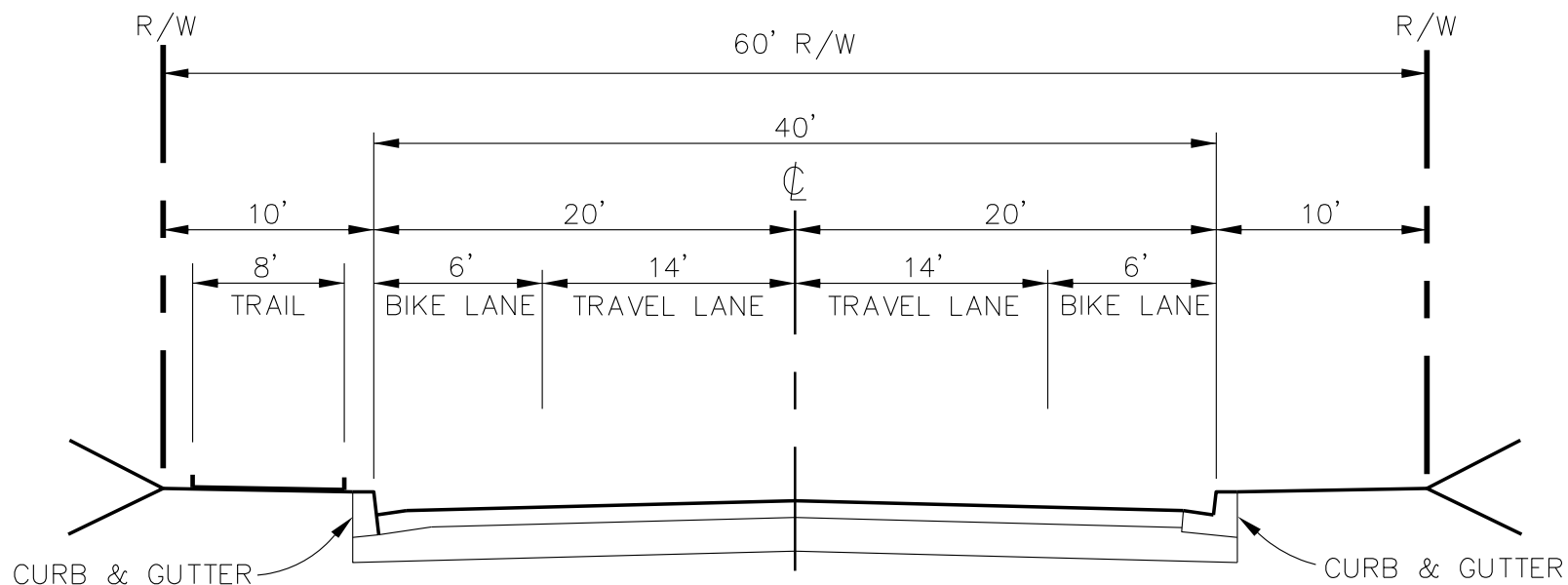
Figure 5-10c



SA 330 Extension Concept Plan

MONTECITO RANCH - EIR

Figure 5-10d



PROPOSED TYPICAL STREET SECTION SA 330

EXCLUDES INTERSECTIONS

FROM MONTECITO ROAD TO SR 67
NO SCALE

Source: Stevens-Cresto Engineering, Inc., 2007

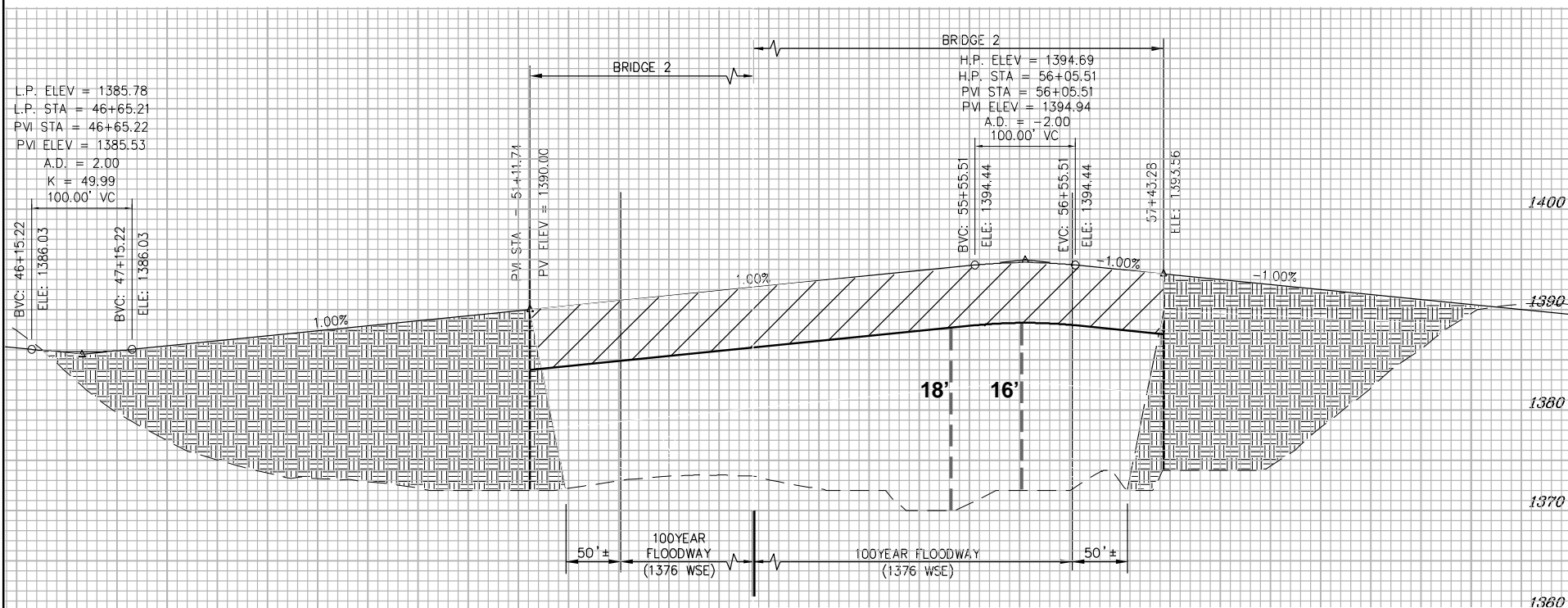
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SA 330 Extention Typical Section

MONTECITO RANCH - EIR

HELIX

Figure 5-11



Source: Stevens-Cresto Engineering, Inc., August 2007

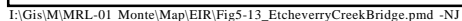
I:\Gis\Map\01 Monte\Map\EIR\Fig5-12_SantaMariaCreekBridge.pmd -KF

Preliminary Cross Section at Santa Maria Creek Bridge Crossing Along SA 330 Extension

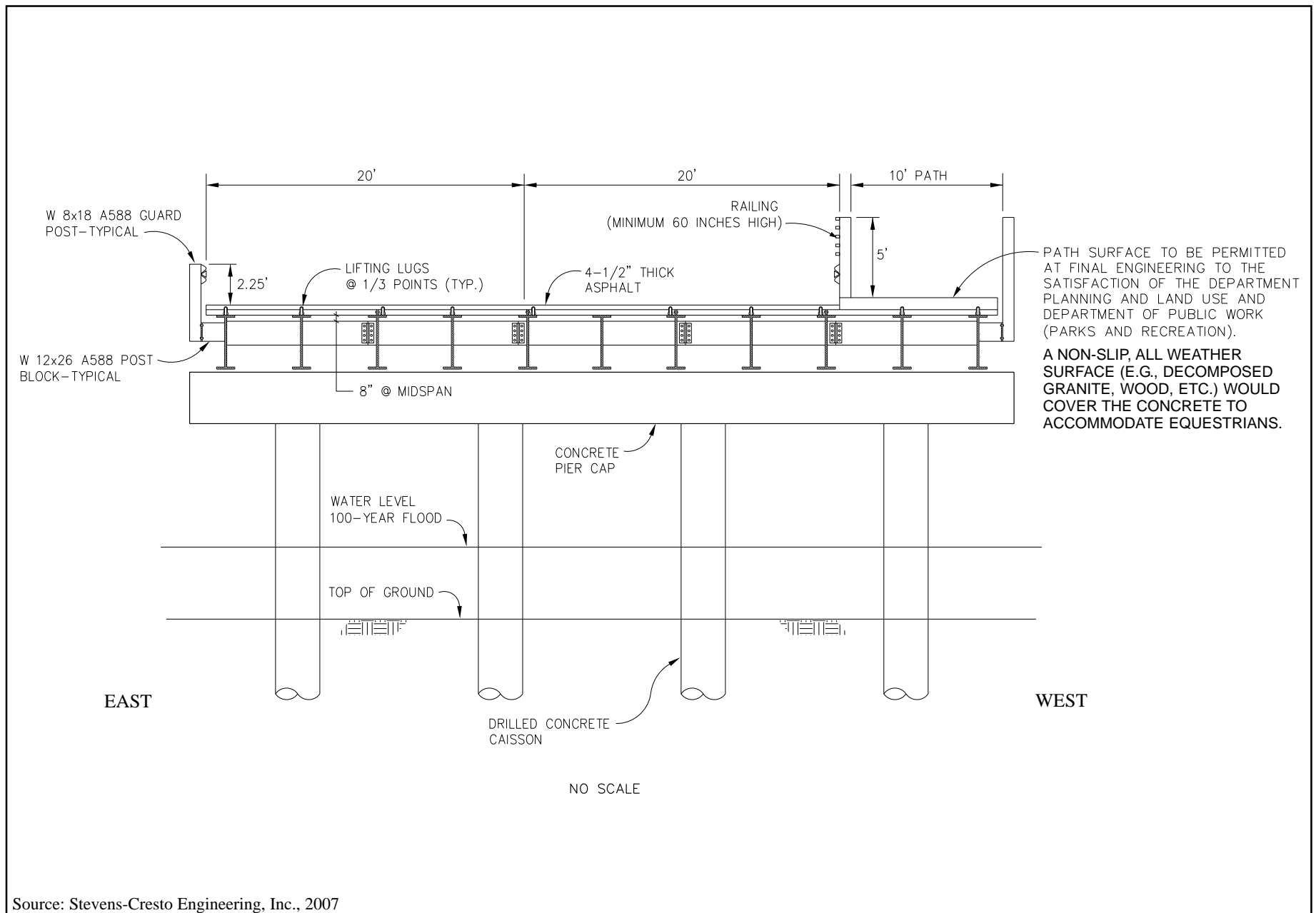
MONTECITO RANCH - EIR

Figure 5-12

HELIX



MONTECITO RANCH - EIR

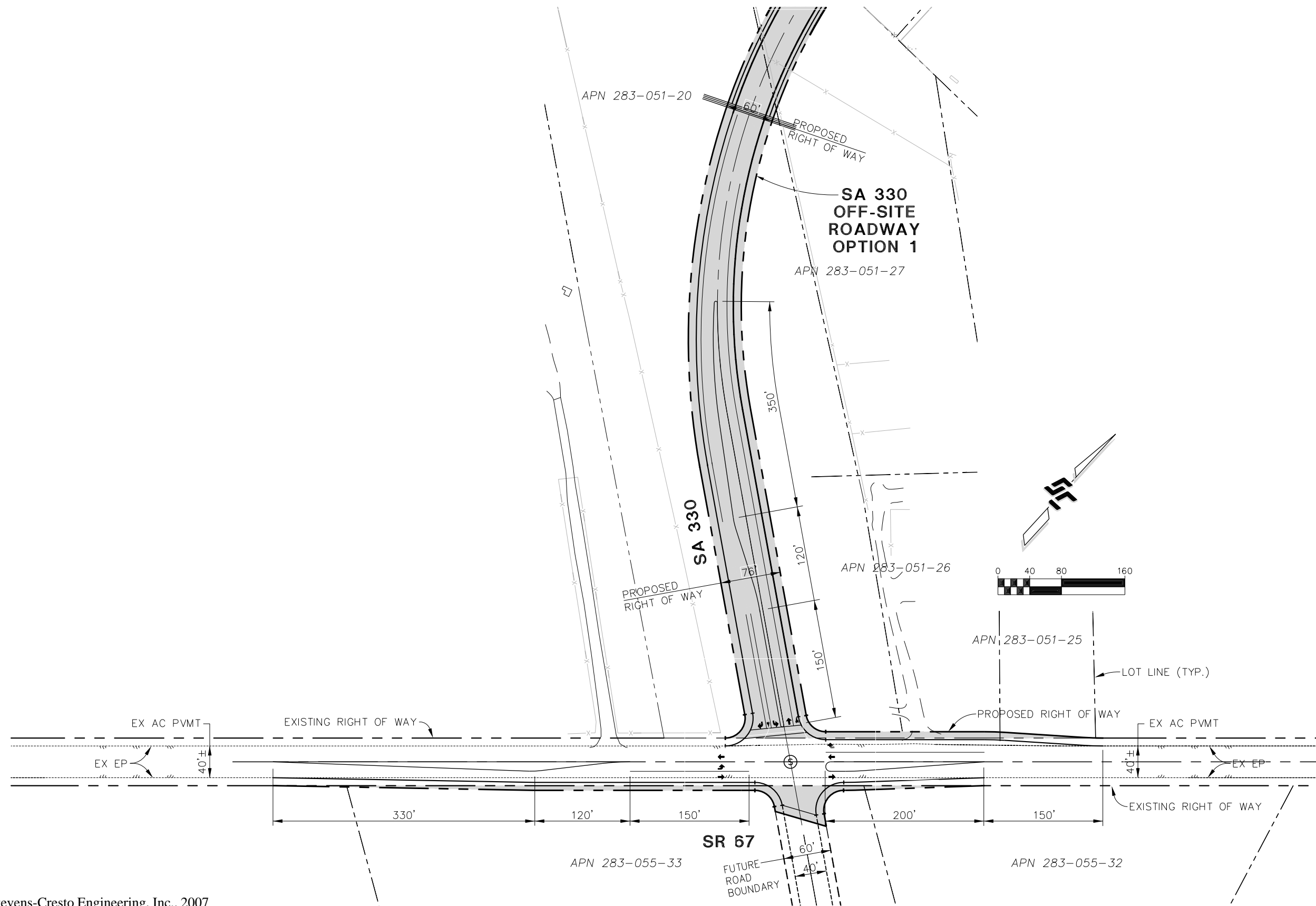


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Preliminary Cross Section of Bridges Along SA 330 Extension

MONTECITO RANCH - EIR

Figure 5-14



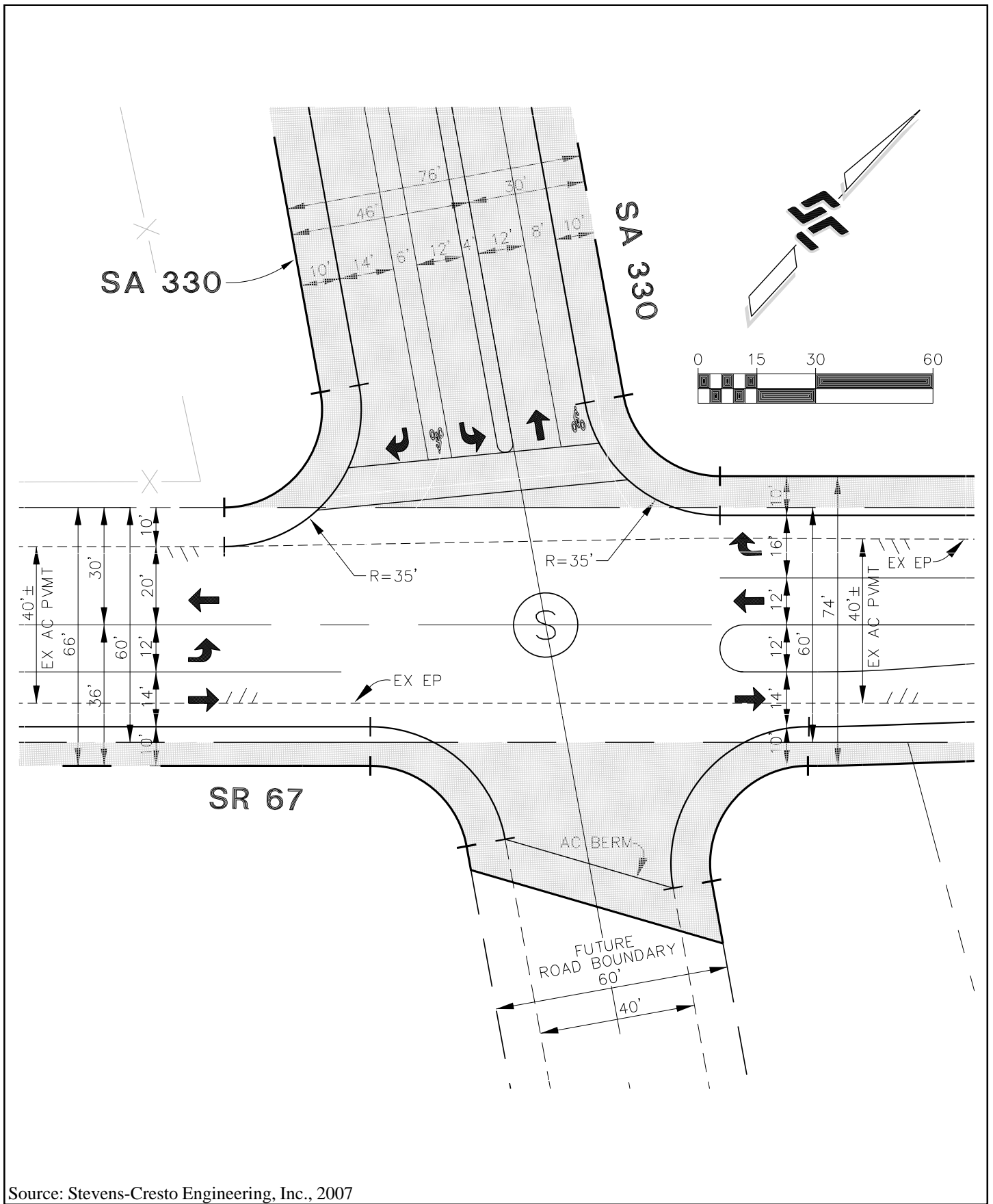
Source: Stevens-Cresto Engineering, Inc., 2007

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SA 330/SR 67 Intersection Concept Plan

MONTECITO RANCH - EIR

Figure 5-15



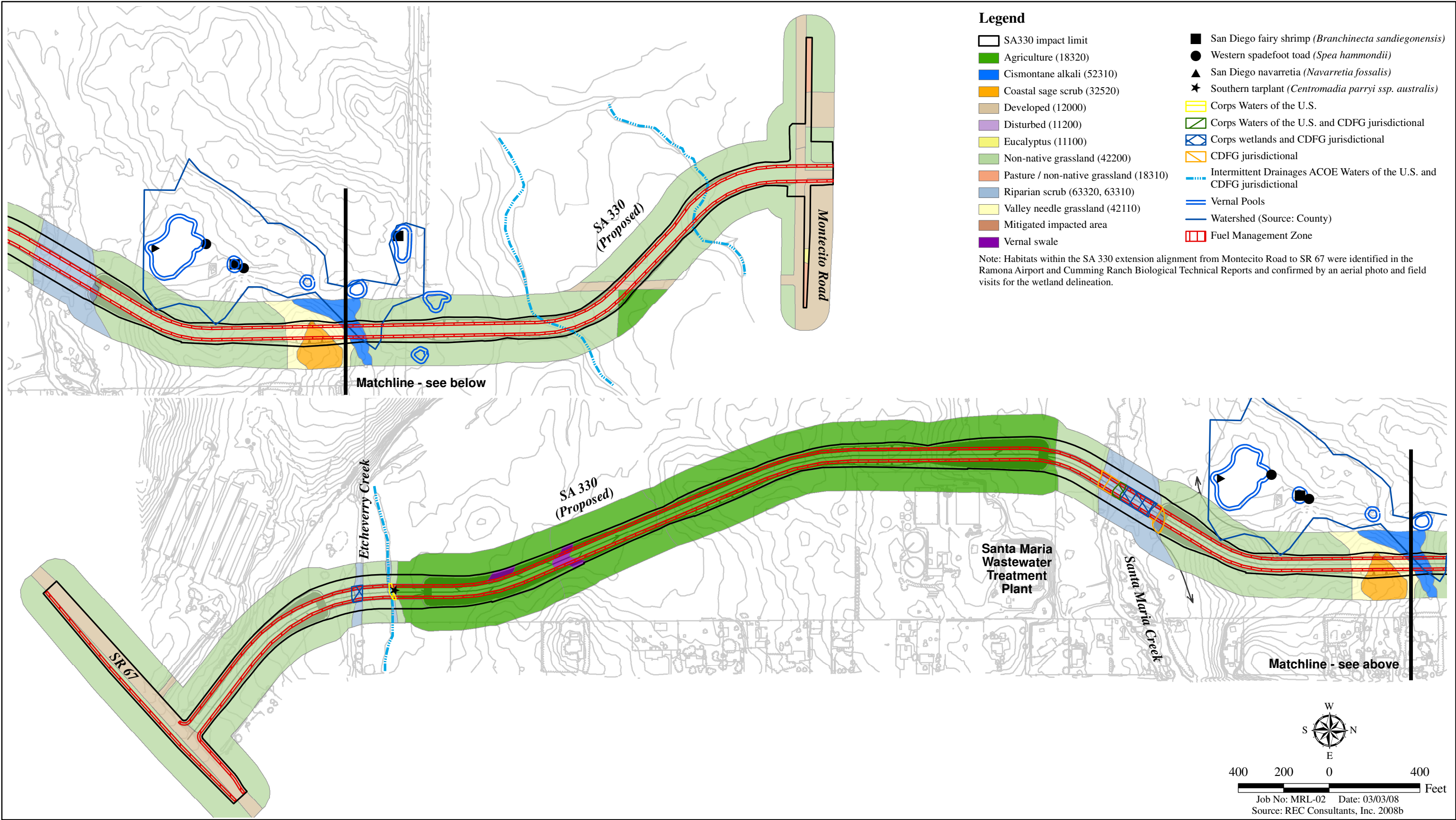
Source: Stevens-Cresto Engineering, Inc., 2007

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SA 330/SR 67 Intersection Detail

MONTECITO RANCH - EIR

Figure 5-16

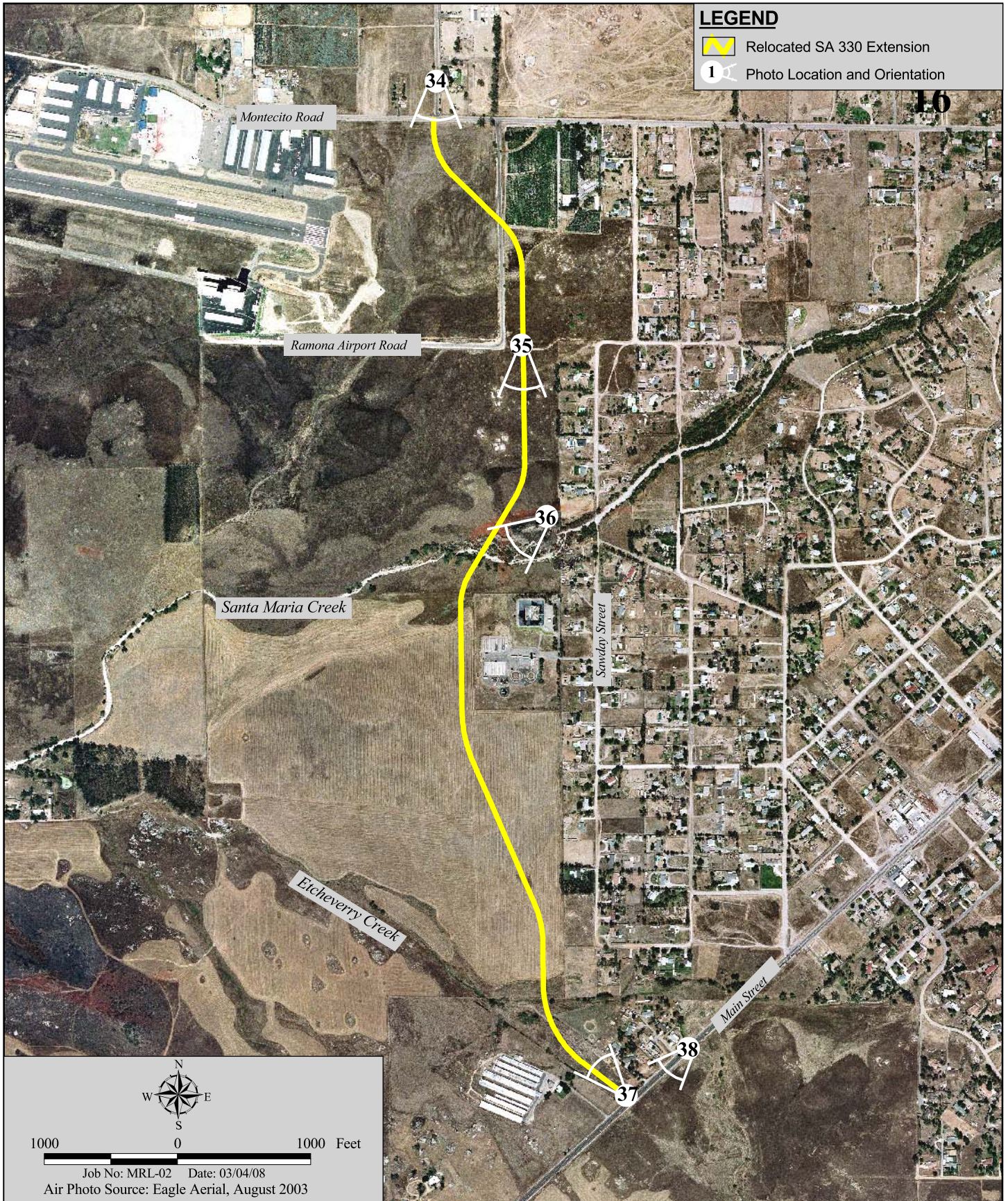


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Biological Resource Impacts Within SA 330 Roadway Construction Alignment

MONTECITO RANCH - EIR

Figure 5-17



Photograph Key Map

MONTECITO RANCH - EIR

Figure 5-18



Key View 34



Key View 35



Key View 36



Key View 37

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Photographs of the Relocated SA 330 Extension Alignment

MONTECITO RANCH - VISUAL IMPACT ANALYSIS



Key View 38

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Photograph of SA 330/Main Street

MONTECITO RANCH - EIR

Figure 5-20